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Introduction

The Carpinteria General Plan and Local Coastal Plan (hereafter referred to together as the "General Plan") is the primary planning policy document for the city. It represents the community's collective vision for preserving and improving the quality of life in the Carpinteria Valley.

Carpinterians have a strong sense of identity with a rich and colorful history. The fertile soils of the Carpinteria Valley and its safe and scenic coastline have provided ideal living conditions for thousands of years. The relative isolation of Carpinteria has enabled it to remain one of the last small, rural southern California coastal communities. It is the community's desire to maintain its small beach-town lifestyle while accommodating an appropriate balance of economic vibrancy.

The goal of the community is:

...to preserve the essential character of our small beach town, its family-oriented residential neighborhoods, its unique visual and natural resources and its open, rural surroundings while enhancing recreational, cultural and economic opportunities for our citizens.

The goal of the community is the heart of the General Plan. The content of the General Plan is arranged to achieve the community goal.

CONTENT OF THE GENERAL PLAN

State Planning and Zoning Law requires each city to adopt a comprehensive, long-term General Plan for the physical development of a city and any land outside its boundaries which, in its judgment, bears relation to its planning (i.e., sphere of interest). The General Plan is required to contain the following seven elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. The General Plan may combine related elements, as is the case with the Open Space, Recreation & Conservation Element. It may also include desired optional elements, as is the case with the Community Design Element and Public Facilities & Services Element.

The Carpinteria General Plan elements are summarized as follows:

Land Use. The Land Use Element designates various land uses in the city and identifies the recommended population density for each land use category. The Land Use Element also provides an analysis

of the community's population carrying capacity and estimated buildout.

Community Design. The Community Design Element identifies key design characteristics of the community and establishes standards and policies to ensure that future development incorporates and reinforces those attributes.

Circulation. The Circulation Element describes the existing transportation network and how future transportation needs (roadways that support land uses described in the Land Use Element) can be accommodated. Provisions for the use of alternative modes of transportation, including bicycle and pedestrian circulation plans, are also included in the Circulation Element.

Housing. The City's Housing Element (adopted in 1995, available under separate cover) identifies community-housing needs and describes how safe, affordable housing can be provided and maintained for city residents. The Housing Element requires State review and must be updated every five years.

Open Space, Recreation & Conservation. This combined element describes community open space, recreation and natural resources that the city manages or desires to preserve. These resources include: natural open space areas, outdoor recreation areas, water (groundwater and water courses), habitats, plant and animal life, agricultural land, scenic and cultural resources, and management of open space for public health and safety.

Safety. The Safety Element identifies known public safety hazards. These include seismic and other geologic hazards, flood hazards, and slope stability, as well as soil and fire hazards.

Noise. The Noise Element describes existing and projected noise environments for the city and establishes noise level standards and policies to protect residents from exposure to excessive noise.

Public Facilities & Services. The Public Facilities & Services Element identifies various public and private facilities and services currently provided to the community and how these relate to future needs.

GENERAL PLAN ORGANIZATION

The Carpinteria General Plan is organized into eight elements that address required and optional topics. Each element includes a general discussion, identifies relevant issues, and provides objectives and policies to address these issues. Implementation policies are identified to provide direction for carrying out each element's objectives.

An objective is a policy articulating a specific future end, condition, or state related to the public health, safety and welfare toward which planning and planning implementation is directed. A policy is a statement that guides decision-making and indicates a clear commitment of the local legislative body. An implementation policy is a policy that provides direction for carrying out a related General Plan/Land Use Plan policy.

All of the General Plan elements are interrelated. Use and interpretation of the General Plan as a whole (and of each element) depends on how it applies to various community needs and issues.

Pertinent sections from the California Government Code and the Coastal Act are provided in the sidebar of each element. Photographs of related subjects are also included in the sidebar to provide examples of items described in the text.

An Environmental Impact Report (EIR) is required to examine the environmental effects of the proposed plan. The General Plan incorporates the environmental review within each element instead of in a separate document. This can be found in each element (except the Land Use Element) in a shaded box entitled "Environmental Consequences" located at the end of each section on element policies. The environmental review and other required environmental documentation for the Land Use Element can be found in Appendices attached to the General Plan.

Local Coastal Land Use Plan. This General Plan is designed to be consistent with the California Coastal Act and provides the Land Use Plan and related policies for the various implementation programs such as the zoning ordinance. This Land Use Plan, together with the implementation programs makeup the City's Local Coastal Program. (California Coastal Act of 1976 §§ 30108.6, 30500)

All objectives, policies, implementation policies, and map language identified within this document are intended to address Coastal Act issues, unless identified with the "GP" symbol shown at right. Policies and language identified with the "GP" symbol are excluded from the Land Use Plan, but are included in the General Plan.

GP

Public access policies are identified in Appendix I, in accordance with §13552 (b) of the California Code of Regulations.

GENERAL PLAN PROCESS

The City of Carpinteria is updating its General Plan to better integrate the documents that govern the City's planning. These include:

- Coastal Plan adopted January 1980 (and subsequent minor amendments);
- General Plan adopted April 1986 (including Environmental Resources Element, Health and Safety Hazards Element, Land Use and Community Development Element, and Master Environmental Impact Report);

The General Plan reflects the shared vision of the community's future. In 1996 the City undertook a greater effort to determine the community vision through direct input from a cross-section of residents representing the interests of all segments of the community. The two primary components of public participation in the General Plan process included the "visioning process" and direction from the General Plan Advisory Committee (GPAC).

The visioning process brought together citizens from various disciplines and backgrounds to develop a community vision for their future. The visioning process began with a series of community workshops in September 1996. Approximately 100 Carpinteria Valley residents and business representatives participated in preparing the visioning report over the course of the following year. The result of this process was the preparation of a report entitled "Vision 2020." On December 8, 1997 the report was presented to the city Council. It included an overall vision statement ("Carpinteria in the Year 2020") and identified planning issues related to the General Plan, as well as specific goals and strategies.

The GPAC included Planning Commissioners, City Council members, Planning staff and members of the general public. GPAC was appointed by the City Council on January 7, 1997. GPAC subcommittees were formed to provide focused guidance regarding the individual plan elements. Information from Vision 2020 and direction from GPAC were used to formulate the General Plan. GPAC members subsequently reviewed the final hearing of the General Plan.

The GPAC meetings were open to the public and conducted according to the State Open Meetings Law-Brown Act requirements. The public (beyond the representation of the GPAC members themselves) provided minimal input during the technical meetings held to prepare the General Plan element by element.

The initial public hearing and environmental review was completed in July of 1998. Community-wide workshops and public hearings were held during August and September of 1998 to allow for public comment an input on the General Plan prior to its adoption by the City Council.

Land Use Element

INTRODUCTION

The Land Use Element establishes the type and intensity of land uses and guides growth and development. Environmental impacts associated with the Land Use Element are found in Appendix B. The Land Use Element is the heart of the Land Use Plan of the city's Local Coastal Program (California Coastal Act of 1976, §30108.5); however, all other elements of this General Plan are also included as components of the Land Use Plan for the purposes of the Local Coastal Program. The Land Use Element presents a plan that reflects the community's desire to maintain and enhance an enjoyable, balanced quality of life as expressed in the community's goal:

> ***...to preserve the essential character of our small beach town, its family-oriented residential neighborhoods, its unique visual and natural resources and its open, rural surroundings while enhancing recreational, cultural and economic opportunities for our citizens.***

California Coastal Act §30108.05
"Land use plan" means the relevant portions of a local government's general plan, or local coastal element which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions.

The vision for the city includes qualities the community would like to retain, and aspects that could benefit from change. The city and surrounding area enjoy a variety of attractive natural resources including safe, clean beaches, coastal bluffs, a salt marsh, several creeks, a narrow valley, and a coastal mountain range. The city includes a small downtown area, a variety of other commercial developments, businesses and industries that provide a range of jobs and economic opportunities, and a housing base with a mix of single family, multi-family and mobile homes.

Through the Vision 2020 public participation process for this General Plan/Local Coastal Plan update, the community expressed general satisfaction with the existing land use plan. The city is approaching its theoretical buildout under the plan, which reflects established neighborhood, district, corridor and open space patterns as well as identified coastal resource protection and enhancement needs.

The community prefers maintaining the city's character by encouraging a similar quality for new development and limiting those uses of greater density and intensity to areas along the main transportation corridors. The community wishes to encourage development that is compatible with surrounding land uses and

California Coastal Act §30007.5
The legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resources policies.

California Coastal Act §30241.
The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.

(d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.

(e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

(f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of prime agricultural lands.

protective of coastal resources unique to the area, the natural environment and views.

The community identified several issue areas that need to be addressed so that the goal stated above can be realized.

ISSUE AREAS

1. Greenbelt Protection

A unique attribute of Carpinteria is that it remains largely physically separated from other urbanized areas along the south coast and is therefore identifiable as a distinct place. The physical separation is created by regional factors such as the geography of the coastline and the unincorporated areas of Santa Barbara County in open-field agricultural use. This open-field agricultural "greenbelt" is one of the most important attributes of the area that helps define the character of the city and this unique part of the state Coastal Zone. However, the County rather than the City, controls the area outside city limits. How to protect this important local feature has thus become a critical issue, as evidenced by more than two decades of controversy concerning the proliferation of greenhouses in the Carpinteria Valley.

Coastal Policy Issue: *The proliferation of greenhouse development is contributing to the degradation of protected coastal resources such as water quality and viewsheds in the Carpinteria Valley.*

2. Neighborhood, District and Corridor Planning

The community has identified its existing residential neighborhoods, commercial districts and street corridors as valued assets of the city's character and economy. As such there is a need to establish plans for these areas that provide for their long-term improvement and maintenance. In particular, there is a desire to maintain the Downtown District (an important part of Carpinteria's small town charm and quality of life) as a viable local commercial district while also allowing mixed-use development and the positive benefits of tourism to flourish. The downtown and Carpinteria Avenue street corridor provide opportunities for low cost visitor serving uses including motels and restaurants. The city's Beach neighborhood has been recognized as a valuable asset warranting protection for certain existing features such as the rural street character and bungalow style housing. Also, the community recognizes that opportunities will arise for improving existing areas of the city through change and infill, and that standards specific to the unique opportunities and constraints of these areas will need to be in place.

Coastal Policy Issue: *If allowed to continue to develop under general zoning district provisions, certain unique areas of the community could be lost and important resources such as views and public access degraded.*

3. Jobs/Housing Balance

The City has committed to doing its part toward supporting a regional balance between available housing and jobs. A March 1995 report prepared by the Santa Barbara County Association of Governments (SBCAG) states that the city of Carpinteria's ratio of jobs to housing is considered "balanced" but concludes that the Carpinteria Valley as a whole has an inadequate amount of housing compared to the number of jobs. The community recognizes that the city is a part of the larger Carpinteria Valley area and is committed to assuring that the whole is successful. Therefore, it is of critical local importance to establish policies that provide the groundwork for a valley-wide jobs/housing balance. By committing land to uses that produce either jobs or housing, the City's land use plan and policies are the starting point for any solution. In addition, the City must take into consideration the impacts on housing of new commercial development. Where feasible, on-site mitigation is the preferred method of addressing these impacts. In other cases, housing mitigation fees or a reduction in intensity of the commercial component may be required.

Coastal Policy Issue: *There are few remaining areas in the Carpinteria Valley where development of housing can occur without conflicting with policies aimed at protecting coastal resources. Further, most of the city's remaining undeveloped land is committed to uses other than residential. The city is already impacted greatly by the regional imbalance of jobs and housing through overcrowding and poor living conditions in certain areas. A significant component of the housing need in Carpinteria is jobs generated by "uses of more than local importance"[1] such as coastal agriculture and visitor-serving developments that are encouraged by the Coastal Act. This land use plan responds to this issue by identifying opportunities to expand residential growth and by providing the basis for mitigation of the housing impacts of new commercial/industrial development.*

4. Affordable Housing

Associated with the Jobs/Housing Balance issue identified above is the City's obligation under State law to provide affordable housing. The Housing Element of this General Plan provides the primary policies that implement this State mandate; however, the Land Use Element also must include land use designations and policies that support the Housing Element. The primary generators of affordable housing demand in the Carpinteria Valley and greater south coast region are the agricultural and hospitality (visitor-serving) industries.

[1] Uses of more than local importance are identified in §13513 of the California Code of Regulations.

California Coastal Act §30242.
All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

California Coastal Act §30250.
(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

The Coastal Act, while emphasizing protection, enhancement and restoration of coastal resources, recognizes that energy related development is necessary for the social and economic well-being of the state and the nation. The Coastal Act contains provisions for several types of energy development, including oil and gas development, thermal power plants, liquefied natural gas and other related facilities.

California Coastal Act §30255.
Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

Both of these use types are priority uses under the Coastal Act. The Land Use Element provides the basis for linking the potential effects of employment generation from these uses to housing needs at the time new development is proposed. The City is also committed to working with the County to achieve the same in the unincorporated portion of the Carpinteria Valley. It is clear that additional government intervention is necessary to prevent affordable housing from lagging further behind job growth valley-wide.

Coastal Policy Issue: *Coastal policies support the maintenance and expansion of the agricultural and hospitality industries in the Carpinteria Valley. However, affordable housing available in the Valley has long been outpaced by the jobs generated by these industries in particular. Further, there are few sites remaining where residential development would not conflict with coastal resource protection policies.*

5. Boundary Changes

The California Coastal Act of 1976 and the subsequent certification of the city's Local Coastal Program in 1981 have resulted in a significant change in how the city views its existing and future boundaries. The State Coastal Zone established through the Coastal Act includes all of the city and the unincorporated Carpinteria Valley.

Historically, the community's response to growth pressure had been to expand. During the 1950s-70s the urbanized area of Carpinteria grew largely outward consuming agricultural land. From incorporation in 1965 until 1981, the Local Agency Formation Commission approved more than 20 annexations to the city, many involving conversion of agricultural land to uses such as residential and industrial. The result of Coastal Act and Local Coastal Program policies aimed at preserving agricultural land as a unique coastal resource has effectively been to halt expansion of the city. Where once the city may have viewed its jurisdictional boundary as flexible and capable of expanding in response to regional and local growth trends, today it is viewed as a rigid line with few exceptions, set for perpetuity as both the city limit and the limit of urbanization.

The two boundaries that define the city and therefore are critical determiners of potential future growth are the City jurisdictional boundary and urban/rural boundary[2]. The State has ultimate say over both. Jurisdictional boundaries are controlled by the State

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[2] The Urban/Rural Boundary is defined as:

A boundary line shown on a land use map that delineates areas intended for urban land use (e.g., residential, commercial, industrial, etc.), and areas designated for rural land uses, principally agriculture and low density residential. Agriculture, open space, recreational activities and related uses are also permitted and encouraged throughout the urban area. Limited commercial and coastal-dependent industrial uses are permitted within rural areas as necessary.

through the Local Agency Formation Commission (LAFCO) established in each County. The Santa Barbara LAFCO is required to approve applications for annexation that are preceded by a plan for expansion within an identified Sphere of Influence. State Law (Government Code 56300) calls for the LAFCO to act in a manner that encourages and provides planned, well-ordered, efficient urban development patterns while preserving open space lands to the extent appropriate for the proposal under consideration. The City's current Sphere of Influence is very modest, covering just over 8 acres. The urban/rural boundary is also controlled by the State through the California Coastal Commission. Although similar in its function to the jurisdictional boundary, the urban/rural line is intended to support a stable limit on urbanization to protect unique coastal resources such as agricultural land.

Coastal Policy Issue: *Locations where the city will grow in response to existing and projected demand for new housing should not conflict with coastal resources. This Land Use Element reflects an approach to future development and growth that is the most protective of significant coastal resources. The changes from the existing plan are intended to further concentrate development in close proximity to urban and employment centers rather than to rely on outward growth and related conversion of agricultural lands. Parcels have been selected through the land use planning process (for expansion of city limits or conversion of agricultural land for urban use) because they can be developed without significant impacts to agriculture and other coastal resources, such as areas for public open space and access near the coastline.*

LAND USE MAP

The Land Use Map identifies the location of different land uses in Carpinteria (see Figure LU-1) in 12 categories described below. The definitions include the density for each residential land use category. Density refers to the number of residential units normally allowed per acre. The intensity of development refers to specific land uses, building mass and placement. Implementing ordinances and regulations such as the Zoning Ordinance and Subdivision Ordinance generally regulate intensity. Intensity is also addressed in the Community Design Element.

1. Rural Residential (RR)

The RR land use category provides locations for single family homes adjacent to the urban/rural boundary to function as a transition use and to help stabilize that boundary.
Density: 0.3 to 1.0 du/ac (dwelling units per acre)

2. Low-Density Residential (LDR)

The LDR land use category includes locations for low-density detached single-family residences in neighborhood settings. Density: 0.3 du/ac to 4.6 du/ac.

3. Medium-Density Residential (MDR)

The MDR land use category provides a broad range of small lot detached or attached (duplex) single-family and attached multi-family residences. Land uses typically include single-family homes, mobile homes, apartments, townhouses, and condominiums. Density: 4.7 to 20.0 du/ac.

4. Planned Unit Development (PUD)

The PUD land use category is intended for areas where careful analysis is required prior to development due to the sensitive nature of these locations. Specific Plans are required for PUD land use designations. The PUD designation is assigned to large, undeveloped parcels suitable for a combination of land uses (e.g., residential, recreational, visitor-serving, and commercial and convenience establishments). The purpose of this designation is to ensure comprehensive planning by requiring that the entire parcel be planned and developed as a unit. Use of flexible and innovative design concepts is encouraged. Density is determined through the Specific Plan process.

5. General Commercial (GC)

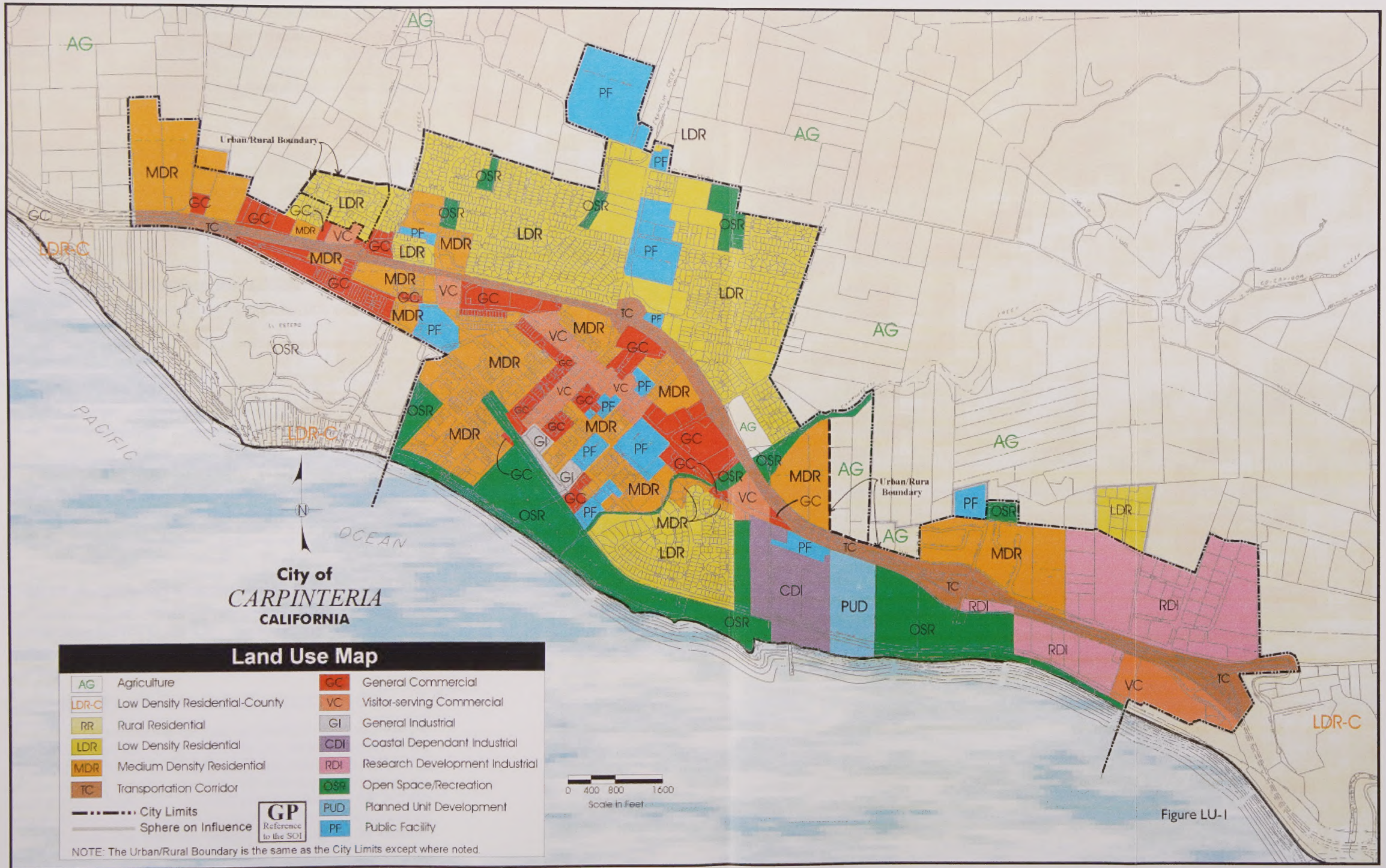
The GC land use category is characterized by a mixture of retail, wholesale, service and office uses, usually located along major transportation corridors. This category includes a variety of commercial intensities. The Central Business District identifies the downtown commercial area. It is characterized by a variety of offices, retail businesses, specialty shops, entertainment uses, and residential land uses. The City encourages this area to be pedestrian-oriented.

6. General Industrial (GI)

The GI land use category provides areas for light industrial processing, assembly, packaging, wholesale and service-related industries.

7. Coastal Dependent Industrial (CDI)

The CDI land use category identifies areas for industrial uses that are coastal dependent, such as aquaculture and pipeline/gas processing facilities in support of offshore oil industries.



City of
CARPINTERIA
CALIFORNIA

Land Use Map

AG	Agriculture	GC	General Commercial
LDR-C	Low Density Residential-County	VC	Visitor-serving Commercial
RR	Rural Residential	GI	General Industrial
LDR	Low Density Residential	CDI	Coastal Dependant Industrial
MDR	Medium Density Residential	RDI	Research Development Industrial
TC	Transportation Corridor	OSR	Open Space/Recreation
City Limits		PUD	Planned Unit Development
Sphere on Influence	GP Reference to the SOI	PF	Public Facility

NOTE: The Urban/Rural Boundary is the same as the City Limits except where noted.

Figure LU-1

8. Research & Development Industrial (RDI)

The RDI land use category is characterized by well-designed groups of office, research and development and light industrial uses. These land uses typically employ a large number of persons, and are attractively designed to be compatible with less intense uses, such as residential.

9. Public Facility (PF)

The PF land use category includes public service facilities including police, fire, school, water, utility, sewer or other municipal services, and other compatible land uses including boys/girls clubs, libraries, churches or other publicly oriented uses.

10. Open Space/Recreation (OSR)

The OSR land use category is intended to provide recreational areas (passive or active), including City parks, beaches, golf courses and related uses. It also identifies open space areas.

11. Agriculture (A)

The A land use category identifies areas appropriate for continued agricultural production.

12. Transportation Corridor (TC)

The TC land use category is intended to identify limited access State Highways. The character of the highway will include landscaping and overpass design that reflects positively on the character of the community.

13. Visitor-serving Commercial (VC)

The VC land use category is intended to provide for those uses that serve visitors to the City. Such uses may also serve local residents and include hotels, motels, restaurants, service stations, and other retail businesses that meet visitor needs.

General Plan/Zoning Consistency

The City of Carpinteria has the legal responsibility to ensure that the General Plan land use designations and City zoning designations are consistent. In this way, the City may appropriately amend zoning designations in a specific area while still reflecting the intent of the General Plan. Table LU-1 provides an easy reference for decision makers and the public to determine the zoning designations permitted in each General Plan land use category. The intent is to establish

zoning categories that mirror the land use categories of this plan, leaving no doubt as to consistency.

Table LU-1: Coastal Plan/General Plan/Zoning Designations

Proposed Coastal Plan/ General Plan Designation Designation Title (with proposed map label)	Proposed Zoning Designation Designation Title (with proposed map label)
Rural Residential (RR)	Rural Residential (RR)
Low-Density Residential (LDR)	Low-Density Residential (LDR)
Medium-Density Residential (MDR)	Medium-Density Residential (MDR)
Planned Unit Development (PUD)	Planned Unit Development (PUD)
General Commercial (GC)	General Commercial (GC)
General Industrial (GI)	General Industrial (GI)
Coastal Dependent Industry (CDI)	Coastal Dependent Industry (CDI)
Research/Development Industrial (RDI)	Research/Development Industrial (RDI)
Public Facility (PF)	Public Facility (PF)
Open Space/Recreation (OSR)	Open Space/Recreation (OSR)
Agriculture (AG)	Agriculture (AG)

General Plan Buildout & Holding Capacity

Carpinteria covers 7.3 square miles (2.6 square miles of land and 4.7 square miles of tidelands). The Planning Area Boundary outside the city limits consists of approximately five square miles of land. The largest commitment of land within the city is to residential use (approximately 32.3 percent of the total land area). When the Planning Area is included, the largest commitment of land is to agricultural use. The complete breakdown of land use within the city and Planning Area is provided in Table LU-2.

Table LU-3 illustrates buildout of the city in terms of existing and projected residential units and commercial/industrial square footage. Based on the plan and the remaining areas of the city that are not developed or are underdeveloped, most new development between now and theoretical buildout will occur in the commercial/industrial sector (because most undeveloped or underdeveloped land is designated for commercial/industrial use). Most undeveloped or underdeveloped residential areas are designated for multiple-family use, which is expected to result in smaller families, fewer children and

a greater number of students and retirees as residential development shifts toward apartment and condominium units as compared to detached single family homes.

Table LU-2: Land Use Designations

Land Use Category	Existing (Acres)	Percentage	Proposed (Acres)	Percentage
Low-Density & Rural Residential	388.3	23.7	400.1	24.4
Medium Density Residential	293.9	18.0	290.3	17.7
Residential Subtotal	**682.2**	**41.7**	**690.4**	**42.1**
Planned Unit Development	97.0	5.9	26.2	1.6
Commercial	156.8	9.6	159.1	9.7
Industrial	208.0	12.7	219.1	13.4
Public Facilities	106.5	6.5	102.9	6.3
Parks/Open Space	102.5	6.3	154.8	9.5
Agriculture	41.7	2.5	41.7	2.6
Transportation Corridors	243.0	14.8	243.0	14.8
TOTAL	**1,638**	**100**	**1,638**	**100**

Table LU-3: Buildout Potential

Residential Units (Based on 2000 Census Data):

	2000		2001-2003		Buildout[3]	
Housing Units Estimate	**Units**	**% of Total**	**Units**	**% of Total**	**Units**	**% of Total**
Single Detached	2151	39.4	2152	39.3	2241	35.5
Single Attached	422	7.7	422	7.7	783	12.4
Multiple - 2-4	520	9.5	523	9.6	821	13.0
Multiple - 5+	1431	26.2	1431	26.2	1526	24.1
Mobile Homes	940	17.2	940	17.2	950	15.0
Total	**5464**	**100**	**5468**	**100**	**6321**	

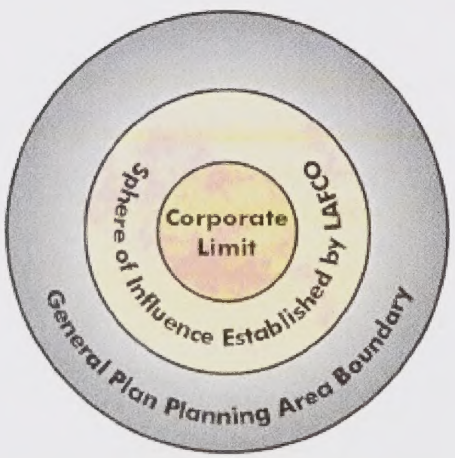
[3] Figures have been calculated by allocating in each residential category a portion of the total residential buildout potential as listed in the 1995 SBCAG Jobs/Housing study (i.e. 972 units). In allocating the residential buildout, assumptions were made concerning growth in each residential category based on zoning, configuration of available land and trends in residential growth.

Commercial/Industrial Square Footage:

	2000		2001-2003		Buildout[4]	
	Square Feet	% of Total	Square Feet	% of Total	Square Feet	% of Total
Commercial	889,187	40	967,771	37.6	1,164,356	42
Industrial	1,332,561	60	1,607,920	62.4	1,607,920	58
Total	**2,221,748**	100	**2,575,691**	100	2,772,276	100

The City's holding capacity is a function of land suitable for development, available services such as sewer, water, and schools and environmental and resource protection constraints. The city is approaching holding capacity given the availability of land and constraints to further expansion and development due to resource protection policies of the Coastal Act. The expected result is that a greater amount of redevelopment will occur as compared to new development, and development increasingly will be proposed that conflicts with resource protection policies of the city or policies calling for compatibility with existing neighborhoods and commercial districts.

PLANNING AREA BOUNDARY



Section 65300 of the Government code requires that a city address all territory within the boundaries of the city as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning." The law allows communities to plan for areas outside their jurisdiction because certain issues are not confined to political boundaries. By including an area outside its boundaries in its general plan study, a city can:

- clearly communicate its concerns for the future of lands currently under another agency's jurisdiction,
- guide the orderly and efficient extension of services and utilities,
- ensure the preservation of open space and resource conservation lands, and
- establish consistent standards for development in plans of adjacent jurisdictions.

The Planning Area Boundary extends beyond the City boundary to encompass a larger region. Activity in the Planning Area Boundary affects the environment and economy in Carpinteria. The Planning Area Boundary is identified by four factors (see Figure LU-2, p. 17):

[4] Figures have been calculated by allocating in each residential category a portion of the total residential buildout potential as listed in the 1995 SBCAG Jobs/Housing study (i.e. 972 units). In allocating the residential buildout, assumptions were made concerning growth in each residential category based on zoning, configuration of available land and trends in residential growth.

- The boundary extends north to encompass the immediate watershed of the Carpinteria Valley. Activities in the watershed can impact drainage, water quality and habitat protection.
- The boundary extends north, east, and west to the first prominent ridgelines because development on the surrounding ridgelines affects visual resources of Carpinteria.
- The boundary includes areas in the Carpinteria Valley because development in the Valley, whether agricultural intensification, or conversion of agriculture to other uses, affects Carpinteria's environment, economy and housing.
- The boundary extends east and west along the Highway 101 corridor (from Toro Creek to Bates Road) because development occurring along the highway impacts land use demands and resources in Carpinteria.

AREA OF INTEREST

The City has also designated the unincorporated portion of the Planning Area Boundary as the Area of Interest. The use and development of land within the Area of Interest has the potential to significantly impact coastal resources in the city and the City's efforts to affect local land use patterns and development characteristics. Because of this, the Area of Interest demands consideration beyond that afforded by the Planning Area Boundary alone. The Area of Interest is an area where the City and County have sufficient shared interest to warrant formal and cooperative land use planning and development review. Historical efforts recognizing these shared interests have been limited primarily to public hearing notices sent by the County to the city and have been insufficient to gain early participation at a level sufficient to be effective.

The Area of Interest designation covers the entire unincorporated Carpinteria Valley within the city's Planning Area Boundary. From the viewable Rincon Mountain ridges to the east to Toro Canyon Road to the west, to the Los Padres National Forest to the north, the designation serves as the first necessary step toward more formal agreements regarding the scope and conduct of joint planning between the City and the County.

SPHERE OF INFLUENCE/URBAN RURAL BOUNDARY

The City strongly favors a firm urban/rural boundary between the incorporated area of Carpinteria and the rural areas of Carpinteria Valley. This is consistent with Coastal Act policies. There are areas adjacent to the city that merit inclusion in the city because they are either already developed in urban use or are a logical extension of city boundaries given the existing pattern of development or need for public services.

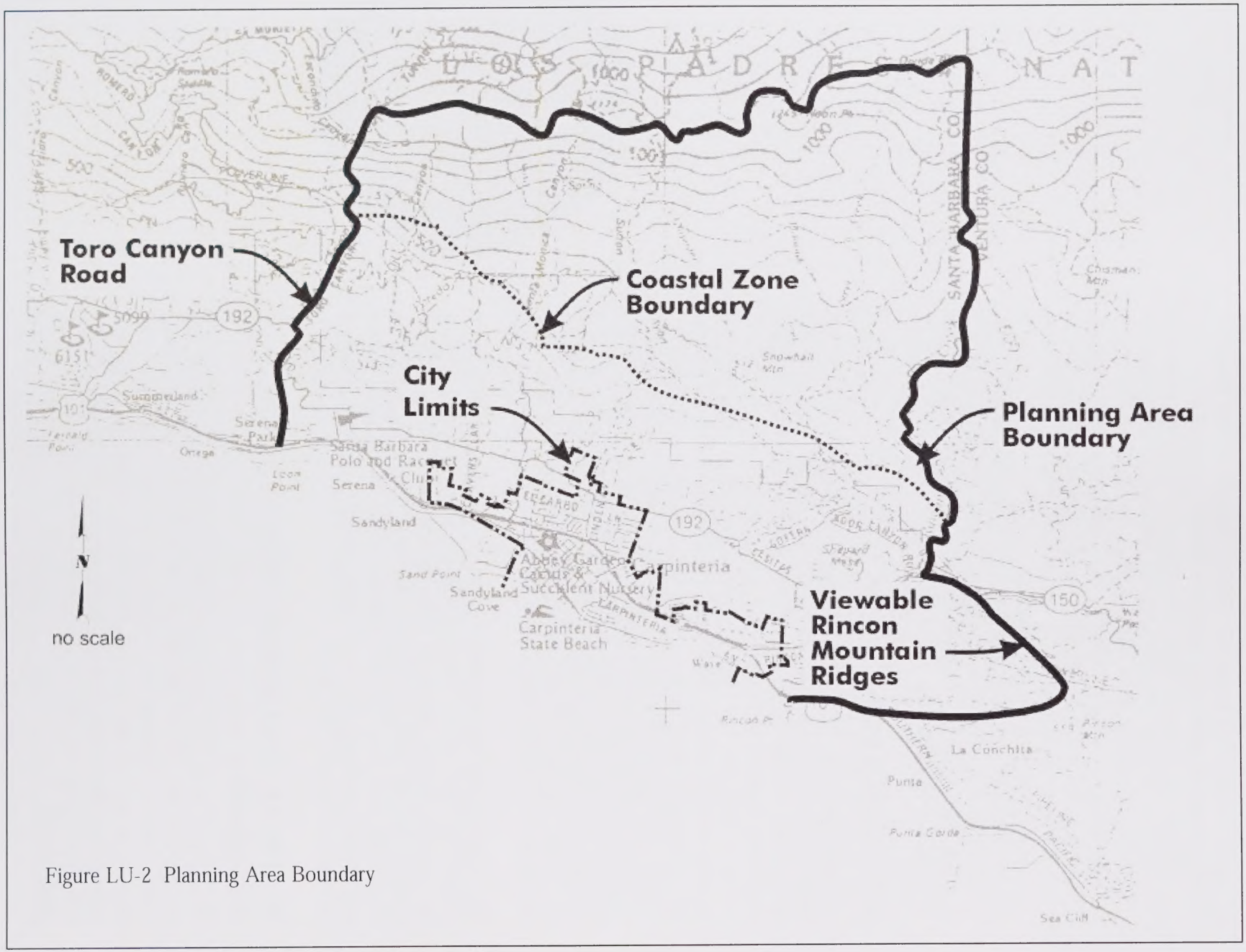


Figure LU-2 Planning Area Boundary

The proposed Sphere of Influence boundary includes approximately 48.3 acres. Figure LU-3 illustrates that the urban/rural boundary is proposed to be coterminous with the city's ultimate jurisdictional boundary except where indicated.

Each proposed addition to the Sphere of Influence is contiguous to the existing city urban/rural boundary and has unique characteristics or circumstances that support inclusion in the city sphere of influence. The proposed sphere of influence will help provide a clear distinction between the city and surrounding county because of existing developed features. Coastal Act policies establish conditions appropriate for developing urban land uses in agricultural areas in the coastal zone. The proposed Sphere of Influence meets these criteria.

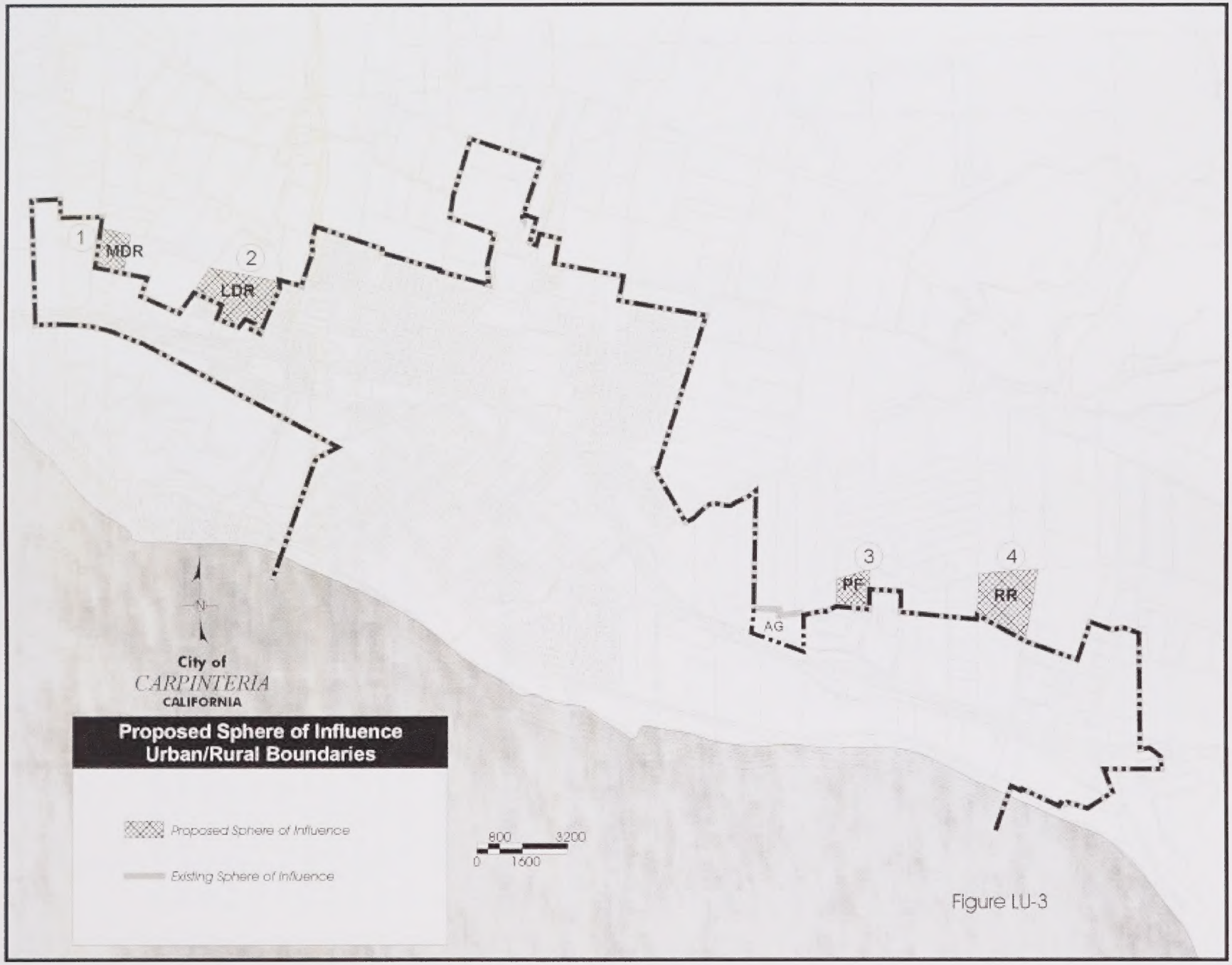
The Carpinteria Valley Water District (CVWD) currently serves all of the proposed sphere study areas, and CVWD has an adequate supply of water resources to serve the proposed Sphere of Influence based on the proposed land uses. Water lines and connections could readily be provided or improved depending on site-specific needs, particularly for fire protection requirements.

Most of the sphere area is already developed. The proposed sphere area has been assessed to determine the most viable and appropriate land use designations. Proposed additions to the sphere area and potential land uses are discussed below.

Proposed Additions to the Sphere of Influence

1. Ellinwood Site

This property of approximately 3.9 acres is located at the west end of the City, on the east side of Cravens Lane approximately 800 feet north of Via Real. The City limit is contiguous with the west and south boundary of the area. Existing use of the property includes two single-family homes, a barn and several out buildings. Also, many Coast live oaks are on the property. Adjacent uses include a mobile home park to the west, a condominium project to the south, greenhouses to the east and a packinghouse and proposed storm water retention basin to the north. Partial street improvements front the property and all utilities are available to the site. The area has been selected due to it being contiguous to city limits and surrounded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CARPINTERIA
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Proposed Sphere of Influence
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Figure LU-3

by either urbanized development or intensive agricultural development (i.e. packinghouse, greenhouse and retention basin). Further, the area provides an opportunity to establish a transition from higher density condominium development to the south to agricultural uses to the north. This transition area is intended to support City and Coastal Act policies for stabilizing the urban/rural boundary and concentrating urbanized development in areas contiguous to existing neighborhoods. A Medium Density Residential (MDR) land use designation is proposed. This designation allows for consideration of residential use ranging from 4.7 – 20 du/ac. Development of the area would be constrained by the need to establish appropriate separation from the existing packinghouse uses in order to minimize conflicts. The property is currently designated A-1-R under the County Comprehensive Plan.

2. Santa Monica Gardens Neighborhood

This area of about 20 acres is located generally northwest of the intersection of Via Real and Santa Monica Road on the west side of the city. It consists of an existing 69 lot single-family subdivision. The city limit is contiguous with the south and east boundaries of the area. All public street access to the subdivision is provided through the city via Santa Monica Road. Existing use is single-family homes constructed mid to late 1960s. Adjacent uses include open-field agriculture to the north and west, retail commercial, motel and residential uses to the south, and single-family homes to the east. Complete street improvements and utilities are available to the area. The area has been selected due to being urbanized and contiguous to city limits. Further, City and Coastal Act policies encourage a stabilized urban/rural boundary. These policies are supported through reorganization that includes all contiguous urbanized areas with City jurisdiction. A designation of Low-Density Residential (LDR) has been applied to the area for consistency with the use and development pattern. The property is designated as an unincorporated urban area on the County Comprehensive plan and zoned 7-R-1.

3. East Valley School Site

This seven-acre property consists of two homes on two separate lots of approximately equal size. The School District has purchased the property and intends to apply for annexation to the city in anticipation of developing an elementary school to serve the eastern portion of the Carpinteria Valley. The site was selected because it is the only non-agriculturally designated property the District has identified in the east Valley that is suitable for the proposed school. The site is a transition property between higher density residential use to the south and open-field agricultural use to the north. The

existing designation under the County is Res. 0.33. The City designation is Public Facility (PF).

4. Lomita Lane Neighborhood

This subdivision consists of 15 homes on one- and two-acre lots totaling approximately 17.5 acres. The area is situated north of the city industrial park area on a gently sloping hill that provides views over the east end of the city and the Pacific Ocean. Vehicular access comes through the city on Via Real. The site was selected based on its relationship to the city and because the area is practically treated as a part of the city. The area is designated Res. 1.0 and the proposed City designation of Rural Residential (RR) is consistent with permitting a single-family residential density of between 0.3 and 1.0 units/acre.

LAND USE OBJECTIVES & POLICIES

Objective LU-1: Establish the basis for orderly, well planned urban development while protecting coastal resources and providing for greater access and recreational opportunities for the public.

Policies:

LU-1a. The policies of the Coastal Act (Public Resources Code Section 30210 through 30263) are hereby incorporated by reference (and shall be effective as if included in full herein) as the guiding policies of the land use plan.

LU-1b. The Land Use Plan amendments approved by the City in Resolution 4670 (Appendix K) as modified pursuant to the suggestions of the Coastal Commission, shall not become effective until the City of Carpinteria formally adopts the suggested modifications and complies with all of the requirements of Section 13544.5 of the California Code of Regulations and the Coastal Commission certifies amendments to the Implementation Program that are adequate to carry out and implement such Land Use Plan Amendments (as referenced in Appendix J as contained herein). The remaining Land Use Plan amendments approved in Resolution 4670, as modified pursuant to the suggestions of the Coastal Commission, shall be effective once the City of Carpinteria formally adopts and complies with all of the requirements of Section 13544.5 of the California Code of Regulations.

LU-1c. Where policies in the Land Use Element overlap, the policy that is most protective of resources (e.g., land, water, air, etc.) shall take precedence.

LU-1d. Ensure that the type, location and intensity of land uses planned adjacent to any parcel designated open space/recreation or agriculture (as shown on Figure LU-1) are compatible with these public resources and will not be detrimental to the resource.

Objective LU-2: Protect the natural environment within and surrounding Carpinteria.

Policies:

LU-2a. Reduce the density or intensity of a particular parcel if warranted by conditions such as topography, geologic or flood hazards, habitat areas or steep slopes. This can be achieved in part by establishing an environmentally sensitive area overlay district in the Zoning Ordinance. This overlay district will include maximum density and parcel size criteria for determining the appropriate intensity of these areas.

LU-2b. Regulate all development, including agriculture, to avoid adverse impacts on habitat resources. Standards for habitat protection are established in the Open Space, Recreation & Conservation Element policies.

Objective LU-3: Preserve the small beach town character of the built environment of Carpinteria, encouraging compatible revitalization and avoiding sprawl development at the city's edge.

Policies:

LU-3a. New development shall occur contiguous to existing developed areas of the city. Higher density in certain residential neighborhoods and for residential uses in commercial districts shall be provided as a means to concentrate development in the urban core consistent with zoning designations, particularly where redevelopment of existing structures is proposed.

LU-3b. The Community Design Element shall guide the character of development, and represent a comprehensive statement of the community's visual objectives.

GP **LU-3c.** Work cooperatively with the County to strive to achieve a jobs/housing balance in the Carpinteria Valley.

LU-3d. Establish a commercial sector that balances the retail and service needs of citizens and tourists.

LU-3e. Direct commercial development toward the center of town and in established commercial nodes. Exceptions include visitor-

serving commercial uses in the Bluffs II sub-area, and commercial uses of a character, size and location that are intended solely to serve a specific neighborhood and thereby reduce vehicle trips.

LU-3f. Encourage the remodeling and revitalization of neighborhoods and commercial areas in accordance with principles established in the Community Design Element. **GP**

LU-3g. Provide for a range of business activities that bring vitality, revenue, and employment to Carpinteria and are compatible with its small town character. **GP**

LU-3h. Develop land uses that encourage the thoughtful layout of transportation networks, minimize the impacts of vehicles in the community, and encourage alternative means of transportation.

LU-3i. Ensure the provision of adequate services and resources, including parking, public transit and recreational facilities, to serve proposed development.

LU-3j. Ensure that the Zoning Ordinance contains applicable zoning districts to provide consistent implementation of the Land Use categories.

LU-3k. Prepare a study for the future reuse of the existing Carpinteria oil & gas plant and Bluffs Area 0 (California Coastal Act § 30255, 30260, 30262, 30263). Future reuse of the Carpinteria oil & gas plant and Bluffs Area 0 shall incorporate public access, coastal recreation and open space/habitat restoration uses to the maximum extent feasible, and shall at minimum provide for vertical and lateral public access to and along the Coastal Trail.

LU-3l. Land use designations established on the City's land use map that permit a range of residential densities should not be interpreted to permit development that is incompatible with the existing development pattern in an area. A density within the allowable range that is most compatible with the predominant pattern of development in the area should be used as the guide for determining the appropriateness of the proposed development.

LU-3m. Where residential use is permitted in commercially designated areas and a density standard is provided, specific plans or similar implementation tools should be created to establish appropriate controls for the intensity of residential use in the district.

LU-3n. Setbacks shall be created between agricultural and urban uses. The responsibility of providing the buffer shall rest with the property intensifying its use. The buffer shall be adequate to prevent impacts to adjacent agricultural production. Such impacts include increased limitations on the use of chemicals and fertilizers and

increased conflicts between the urban use and the adjacent agricultural operation.

LU-3o. Approval of any coastal development permit on a parcel which is designated Public Facilities and is located adjacent to the City's Urban/Rural limit line ("development") shall be contingent upon the City's determination that the development is compatible with any agricultural operations on adjacent property. As a pre-condition to making such a determination, an operation management plan for the parcel for which development is proposed shall be prepared in coordination with the owners and operators of agricultural operations within 500 feet of the parcel for which development is proposed, and must be approved by the City. The operation management plan may be approved only upon the City making all of the following findings: (a) the agricultural operation is able to continue without being restricted or constrained by the existence of the development in a manner that would impact the viability of the agricultural operations, (b) all use of the parcel subject to development can be conducted in a manner that protects the public's health, safety and general welfare with regard to the agricultural operation, (c) upon establishment of the use(s) proposed through the development, the conduct of agricultural operations existing on parcels within 500 feet of the subject site as of July 1, 2002, and as reflected in the records of the County of Santa Barbara Agricultural Commissioner's Office, will not result in mandatory restrictions on the application of chemical herbicides, insecticides and fertilizers, that exceed those restrictions in place on July 1, 2002, and (d) the owner of the property for which development is proposed has acknowledged that the property may be subject to inconvenience, discomfort, or adverse effects arising from adjacent agricultural operations such as dust, smoke, noise, odors, fumes, insects, and application of chemical herbicides, insecticides and fertilizers. Further, the owner, operator and any successors and assigns of agricultural operations within 500 feet of the parcel for which development is proposed shall be held harmless by the owner of the property for which development is proposed provided the agricultural operation is performed in conformity with the operation of the management plan.

GP **Objective LU-4: Influence land use decision-making, use and development patterns in the unincorporated Carpinteria Valley to be supportive of the California Coastal Act and City objectives to preserve unique coastal resources by establishing open-field agricultural use as the predominant use in the unincorporated Valley.** (See sidebar on pages 6 and 7, California Coastal Act § 30007.5, 30241, 30250)

Policies:

LU-4a. Establish a greenbelt of open space including undeveloped land and open-field agricultural land surrounding the City. **GP**

LU-4b. Develop a formal agreement with the County of Santa Barbara that allows City participation in land use planning and development proposal review and decisions in the Carpinteria Valley. **GP**

LU-4c. Support restrictions on development of new greenhouses within the city's Planning Area Boundary. Request that the County require mitigation from new development, including the intensification of agriculture, to mitigate impacts on housing and to address the jobs/housing imbalance in the Carpinteria Valley. **GP**

Objective LU-5: Maintain availability of agriculture, coastal - dependent industry and visitor-serving commercial development including hotels/motels, restaurants and commercial recreation uses.

Policies:

LU-5a. The City shall continue to give priority to agriculture, coastal-dependent industry and visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over residential, general industrial, or general commercial development.

LU-5b. The City shall continue to promote and coordinate with interested groups to allow a variety of recreational activities, such as sporting events, tournaments, art shows, parades, and other events at appropriate locations.

LU-5c. The City shall prohibit the removal or conversion of visitor-serving development unless it will be replaced by development offering comparable visitor-serving opportunities.

Implementation Policy 1: A visitor serving zone district shall be maintained as a part of the city zoning regulations with the purpose of providing adequate opportunity for commercial development that will serve visitors to the city. The visitor serving zone district shall apply to all visitor-serving commercial designated parcels.

Objective LU-6: Create flexible land use and zoning standards for general commercial and industrial parcels that allow opportunities for residential use to expand, as

determined appropriate by the City, in response to changing needs relative to the jobs/housing balance locally and in the region, and as incentive toward the development of affordable housing.

Policies:

LU-6a. The City may consider and permit mixed use (i.e., residential/commercial or residential/industrial) on parcels designated on Figure LU-1 for commercial or industrial use. Such mixed use may be considered if the City has found that either the allowance would encourage rehabilitation of important existing housing stock, or the residential use of the subject parcel(s) would result in the production of affordable housing in the community, and that mixed use on the site would assist the City in maintaining an appropriate balance between jobs and housing. Mixed-use development shall not be permitted on parcels designated for commercial or industrial use unless it is found by the City to be compatible with existing and anticipated uses in the area surrounding the site.

LU-6b. The City may consider and permit residential use on a parcel or parcels not designated for such use under certain circumstances. Such residential use may be considered on a parcel or parcels designated for commercial or industrial use if the City has found that either the allowance would encourage rehabilitation of important existing housing stock or the residential use of the subject parcel(s) would result in the production of affordable housing in the community, and that residential use on the site would assist the City in maintaining an appropriate balance between jobs and housing. Residential use shall not be permitted on parcels designated for commercial or industrial use unless it is found by the City to be compatible with existing and anticipated uses in the area surrounding the site. A residential overlay zone district shall be maintained by the city with the purpose of permitting residential development on a parcel or parcels otherwise designated on the official land use and zoning maps of the city for commercial or industrial use. Implementation of the Residential Overlay zone district shall be permissive in nature and shall not be construed to restrict use already allowed in the base zone district. Further, the city shall retain the authority for determining where implementation of the residential overlay zone is appropriate. To encourage retention of local businesses where parcels are already developed for commercial or industrial use, application of the Residential Overlay shall be considered only after mixed use development, as allowed through policy LU-6a above, has been determined by the City to not be appropriate.

Implementation Policy 2: When residential development is proposed on parcels designated for commercial or industrial use, the residential density shall not exceed the highest residential density permitted in the city's land use categories; i.e., 20 units/acre including any bonus density allowances. The City shall determine the appropriate residential density for a commercial/industrial-designated parcel proposed for residential use on all or a portion of the parcel and shall consider, but not be limited to, the following factors:

a. Availability and cost of providing local services and infrastructure; e.g., sewer, water, and schools, and transportation and parking availability.
b. Unique site characteristics such as size, shape, topography, and easements
c. The existence on site or adjacent to the site of Environmentally Sensitive Habitat area.
d. The need for protection or enhancement of other coastal resources; e.g., viewsheds, coastal access, recreation, visitor-serving commercial and other coastal dependent or coastal related uses.

When mixed-use development is proposed in a common building, determination of the allowable density shall include, in addition to the criteria above, consideration of the intensity of the commercial/industrial use including characteristics such as parking demand, vehicle trip generation, noise and vibration, that could affect compatibility of the residential use with the commercial/industrial component.

In all cases, commercial or industrial use shall be the primary use of a site designated for mixed-use development. A commercial or industrial use of a developed site shall be found by the City to be the primary use if it is greater in area than the residential component and/or is situated and designed such that it both appears and functions as the primary use of the parcel from its primary street frontage.

LU-6c. Parcels designated coastal-dependent industrial or visitor-serving commercial shall not be considered for mixed use or residential use, with the exception that second-story mixed use or residential use shall be allowed on visitor-serving commercial parcels in the Downtown Core District.

GP

LU-6d. The City shall establish by ordinance an inclusionary housing program to mitigate housing impacts caused by new residential and commercial/industrial development. The residential component of the program shall be based upon policy set forth in the Housing Element. The commercial/industrial component of the program shall be based upon a jobs/housing nexus study that determines the

demand generated for affordable housing in the city by commercial and industrial uses.

GP **Objective LU-7: Adopt and amend as necessary a Sphere of Influence that serves to establish the basis for annexation of certain land contiguous to city limits (Figure LU-3). [5 year]**

Policies:

GP **LU-7a:** The Sphere of Influence shall be established in support of the urban/rural limit line and in anticipation of annexing identified properties that are either already developed in urban use or meet the strict requirements of the Coastal Act for conversion from agricultural to urban use.

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Community Design

INTRODUCTION

The City of Carpinteria is a small beach town in a rural setting. The city's coastal setting is framed by the foothills of the Los Padres National Forest and the Pacific Ocean. The landscape includes natural coastal terrain and agricultural lands. The city's edge at the urban/rural boundary is also a defining characteristic. The physical characteristics that contribute to Carpinteria's unique identity and appearance include:

- Variety of individual neighborhoods;
- Scale and character of streets and other public spaces;
- Scale, character and configuration of buildings;
- Landscaping that defines and enhances public spaces and private development; and
- Relationship of the built environment to the natural environment.

The Community Design Element identifies citywide and specific key design characteristics of Carpinteria valued by the community. The Element includes the following major components to address these issues:

- Citywide Community Design Objectives and Policies;
- Town Map identifying the geographical framework of where key physical design components are located;
- Key Physical Community Design Characteristics Objectives and Policies; and
- Detailed objectives and policies for six subareas.

The objectives and policies are intended to guide the quality of future development that residents would like to continue and preserve.

THE TOWN MAP

The City is comprised of several distinct and unique neighborhoods and districts. They are defined and linked by a network of streets and open spaces. The physical and cultural center of the city is the downtown commercial district. The Town Map identifies the following elements of Carpinteria's community design:

- Natural and agricultural open spaces
- Corridors/streets
- Public open spaces
- Districts, neighborhood subareas, and edges

Land Use Policy LU-2a:

The Community Design Element shall guide the character of development, and represent a comprehensive statement of the community's visual objectives.

New development must respect existing natural resources and open spaces.

The Downtown is the center of commercial and civic life in the city.

Natural corridors separate neighborhoods and provide valued natural and visual resources throughout the city.

Houses should face the street with front doors, not garage doors.

Coastal Act §30251.
The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Relatively steady setbacks form an outdoor "living room" for play and socializing.

Street tree planting and front yard landscaping support a quiet neighborhood character.

Different neighborhoods have distinct and special design characteristics.

CITYWIDE COMMUNITY DESIGN OBJECTIVES

The following community design objectives correspond to the most valued existing community design attributes of Carpinteria. They are the basis for future development and redevelopment within the city.

Objective CD-1: The size, scale and form of buildings, and their placement on a parcel should be compatible with adjacent and nearby properties, and with the dominant neighborhood or district development pattern.

GP

Objective CD-2: Architectural designs based on historic regional building types should be encouraged to preserve and enhance the unique character of the city.

Objective CD-3: The design of the community should be consistent with the desire to protect views of the mountains and the sea (California Coastal Act of 1976 §30251).

Objective CD-4: These objectives and policies should be implemented through Specific Plans or similar documents based on the identified neighborhood, district and corridor design subareas.

KEY PHYSICAL COMMUNITY DESIGN CHARACTERISTICS

Physical community design characteristics include building corridors, public spaces, frontage design, neighborhoods, and districts. The following are objectives and policies for preserving these key characteristics.

Residential Neighborhoods

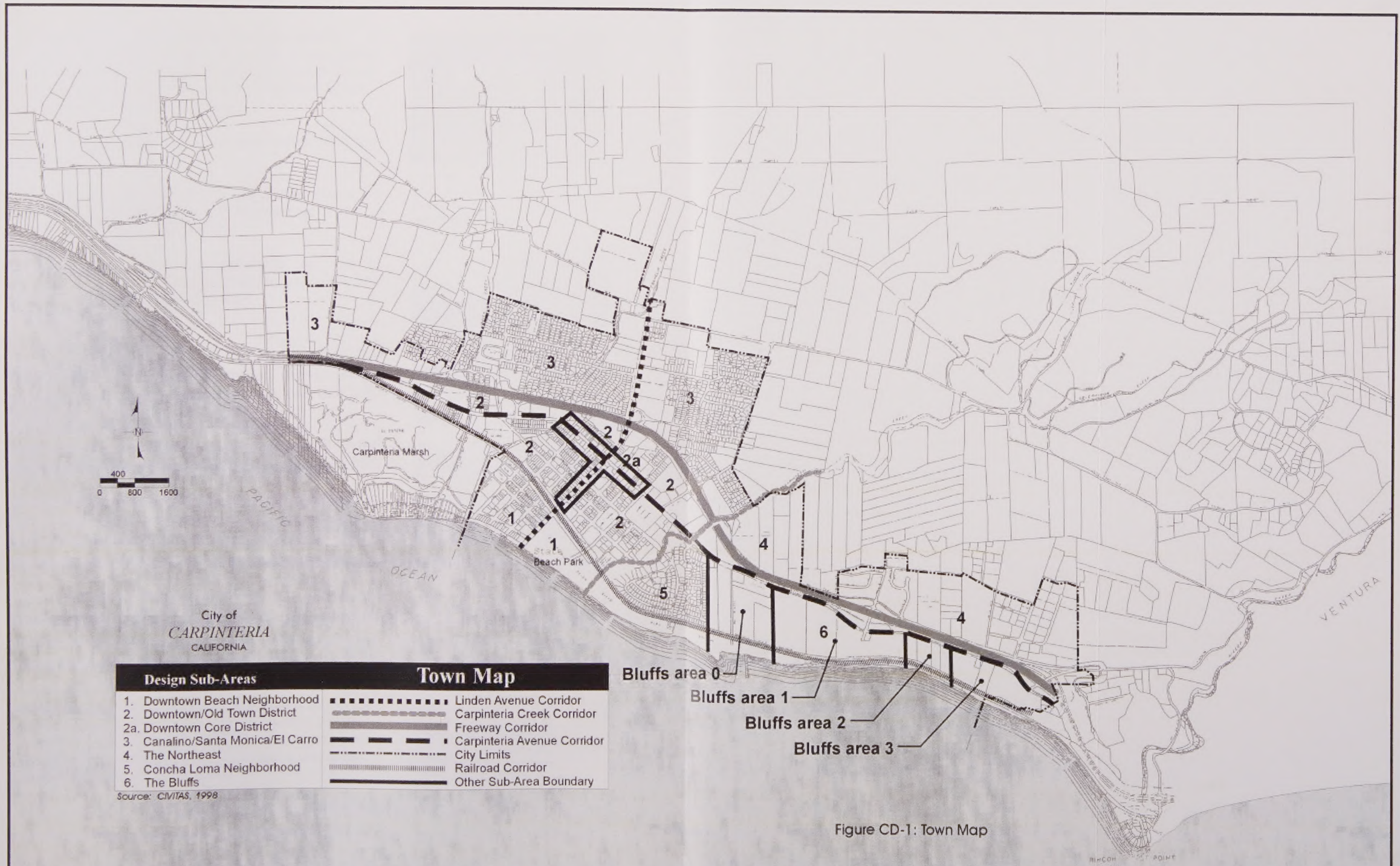
Neighborhoods are generally composed of quiet interior areas of single-family residential uses. Transitional areas are neighborhood edge zones that may include single family or multifamily residential, commercial and mixed uses.

Neighborhood Interiors

Neighborhood interiors are intended to provide a quiet, safe and family-oriented environment. They generally include all areas more than a block from the corridors designated on the Town Map.

GP

Objective CD-5. The streets of neighborhood interiors should be designed to be the "living rooms" of the neighborhood, where children and adults can safely play or walk. The design and details of streets, frontages and buildings should support this objective.



City of
CARPINTERIA
CALIFORNIA

Design Sub-Areas

1. Downtown Beach Neighborhood
2. Downtown/Old Town District
2a. Downtown Core District
3. Canalino/Santa Monica/El Carro
4. The Northeast
5. Concha Loma Neighborhood
6. The Bluffs

Town Map

- Linden Avenue Corridor
- Carpinteria Creek Corridor
- Freeway Corridor
- Carpinteria Avenue Corridor
- City Limits
- Railroad Corridor
- Other Sub-Area Boundary

Source: CIVITAS, 1998

Figure CD-1: Town Map

Policies:

GP **CD-5a.** Main entrances to homes should be oriented to the street. Entry elements such as porches, stoops, patios and forecourts are encouraged. Such entry elements should be selected for their compatibility with the adjacent houses and the general neighborhood pattern.

GP **CD-5b.** Garages should not dominate views from any public street.

GP **CD-5c.** Low walls, low fences and hedges should be encouraged along the frontages to define the edge of the private yard area, where appropriate.

GP **CD-5d.** Houses within a neighborhood may vary in materials and style, but strong contrasts in scale, color and roof forms should generally be avoided.

Low walls and fences can allow front yards to be semi-private spaces, while leaving the area an integral part of the open space of the neighborhood.

Neighborhood Edges

The edges of neighborhoods, which often adjoin larger streets with more traffic than the neighborhood interior streets, provide opportunities for neighborhood-serving commercial uses and multi-family housing types.

Commercial uses can be located at neighborhood edges, within walking distance of residences.

GP **Objective CD-6. Existing transitional neighborhood edges should be maintained and incorporated into new neighborhood designs.**

Shopfronts should display merchandise and welcome the pedestrian.

Policies:

GP **CD-6a.** Neighborhood-serving commercial or apartment buildings should be oriented to the street that bounds or enters the neighborhood. Front doors should face the street, with primary access directly from the public sidewalk. The buildings should be compatible in scale with nearby residential buildings.

GP **CD-6b.** Parking lots should be beside or behind the buildings, not in front. On-street customer parking for small neighborhood-serving shops, restaurants, offices and service businesses is encouraged. Such on-street parking should be managed as short-term convenience parking, and should not conflict with parking for coastal access or for nearby residences.

Second floor residences can provide affordable housing and 24-hour residents that improve district security.

Most streets should be spatially defined by tree planting.

Some streets receive special detailing.

North-south major streets provide vistas of the mountains and the ocean.

When sidewalks are added to the streets with mature street trees, the trees should be preserved.

Environmental Consequences

Design characteristics of houses and multi-family residential buildings at neighborhood edges include recommendations for setbacks from streets, building form and siting, and relationships of buildings on adjoining lots. The design characteristics identified above are not expected to create any adverse environmental consequences. Environmental review of specific projects and implementation of applicable measures in the Conservation Element, Noise Element, and Open Space Element would ensure that environmental consequences of a particular project would be minimized.

Commercial, Office, Industrial & Mixed Use Areas

An area like the Linden Avenue downtown core has a commercial flavor but also has parcels with commercial uses at ground level and residential uses above. Some parcels remain entirely residential. This variation symbolizes and helps define Carpinteria's small town character. Carpinteria's districts vary in use, density and intensity.

Objective CD-7. Enhance and maintain the Linden Avenue downtown core, the Carpinteria Avenue commercial core, the Eugenia Professional office area, the Casitas Village, Shepard's place Shopping Center, and the Cindy Lane-Mark Avenue industrial park districts. GP

Policies:

CD-7a. Retail and commercial uses should generally have large transparent "storefront" windows for display of merchandise to pedestrians. Blank sections of walls on street frontages are strongly discouraged. GP

CD-7b. Buildings should be designed to incorporate signs that conform to the city's sign ordinance. Signs should be integrated with building architecture and adequately identify businesses. Freestanding monument signs are discouraged. GP

CD-7c. Loading and trash facilities should be located where they are screened from view. The use of alley and service roads is encouraged for these facilities. GP

CD-7d. Courtyard housing types, with multiple small units fronting onto a common courtyard or garden, are encouraged as an alternative to apartment "blocks" or more massive buildings within mixed-use districts. GP

Environmental Consequences

Design characteristics for residential neighborhoods include recommendations for setbacks from streets, style of house exterior, and location of neighborhood parks. The design characteristics identified above will not create any adverse environmental consequences. Environmental review of specific projects and implementation of applicable measures in the Conservation Element, Noise Element, and Open Space Element would ensure that environmental consequences of a particular project would be minimized.

Corridors

Major corridors both separate and connect neighborhoods and districts, and provide long-range views of the city. These are: Highway 101, the Carpinteria Creek corridor, and Linden Avenue.

Major public spaces can be defined by tree planting, and enlivened by adjacent buildings and uses.

Objective CD-8: To encourage and facilitate pedestrian and bicycle pathways.

Policies:

CD-8a. All streets should be designed with safe and pleasant pedestrian ways at their edge. Pedestrian ways shall be spatially separated from vehicular traffic by elements such as trees, other plantings, streetlights, and/or parked cars.

CD-8b. To provide convenient pedestrian routes, the existing network of automobile lanes, trails and pedestrian ways in the Downtown District and adjacent neighborhoods should be preserved, reinforced and extended into other neighborhoods. This pedestrian network should be in addition to, not in lieu of, pedestrian ways on the streets.

Beachfront visitor-serving public spaces.

GP **Objective CD-9: To ensure that streets enhance the established city framework and design.**

Policies:

GP **CD-9a.** The City shall promote the planting of appropriate street trees in existing and new neighborhoods to define and enhance the city's streetscape.

Corner green at major intersection.

CD-9b. Neighborhood streets should be planted with street trees in parkway strips between the sidewalk and curb. It may be appropriate to plant

street trees in easements behind sidewalks. The scale, type and spacing of trees will be selected to provide strong spatial definition of the street, and to frame axial views.

CD-9c. In city-edge neighborhoods with rural characteristics, street standards may include roads with gravel shoulders, earthen ditches, picturesque tree plantings, and lot frontages built with low wood or stone fences. **GP**

CD-9d. Street trees on mixed-use and commercial frontages should be planted in decorative tree wells in the sidewalk. **GP**

CD-9e. Major streets should be designed and planted to preserve views of the ocean to the south and hills to the north.

CD-9f. To provide convenient pedestrian routes, the existing network of automobile lanes, trails and pedestrian ways in the Downtown District and adjacent neighborhoods should be preserved, reinforced and extended into other neighborhoods. This pedestrian network should be in addition to, not in lieu of, pedestrian ways on the streets.

Classic pedestrian environment on Linden.

Street trees from front yard space and pedestrian space along frontages.

Environmental Consequences

Street network characteristics recommended, including pedestrian ways, street trees, treatment of drainage, and planted medians. The design characteristics identified above are not expected to create any adverse environmental consequences. Environmental review of specific projects and implementation of applicable measures in the Conservation Element, Noise Element, and Open Space Element would ensure that environmental consequences of a particular project would be minimized.

More-rural frontages suit some neighborhoods.

Frontage Design

"Frontage" is where private parcels and the public right-of-way meet. Frontage is a critical element of community design that establishes the character of each street, neighborhood and district. Frontage design determines the degree to which buildings are connected to or separated (buffered) from the street. It also determines the type of pedestrian environment on the street.

Objective CD-10. Areas with attractive frontage designs should be maintained. New development should be carefully planned with frontage areas, which maintain and enhance the quality of Carpinteria's streetscape. **GP**

Policies:

GP **CD-10a.** Minor variations in front yard building alignments within a block are encouraged. Relatively steady setback patterns clearly define the public space of the street and reinforce small town character.

GP **CD-10b.** Frontages where residential uses abut a major thoroughfare should include buffering elements such as yards, forecourts, courtyards, and tree rows. Sound walls are the most primitive form of buffer and should be used only where other methods are impractical. If sound walls are used they should be attractive and well landscaped.

GP **CD-10c.** Commercial and mixed-use frontages should generally have wide sidewalks adequate to encourage customers and residents to walk, shop and linger in the public right-of-way. Commercial buildings should have large windows and entries on the street at the ground level. Residential ground floor uses should be set up or back from the street enough to afford privacy within the dwelling.

GP **CD-10d.** Frontages in city-edge neighborhoods should reflect the rural or semi-rural character of those places by the use of narrow roads detailed in a rural manner. Rural detailing could include unpaved verges, and yards bounded by low fences or native stone walls, and irregular rows of trees historically found in the rural California landscape.

GP **CD-10e.** Frontages with existing uses such as the parking, loading or storage of vehicles should be screened with walls and plantings that are consistent with the neighborhood character. These elements should be in scale with pedestrians.

Street trees and parked cars make sidewalks places for meeting and visiting.

Key street corridors provide opportunities for mixed-use development.

Paseos and courtyards provide pedestrian shortcuts and good places to enjoy the outdoors.

Existing features of the natural and agricultural landscape can be incorporated into new development.

Environmental Consequences

Frontage design characteristics recommended vary depending on the use of the area. For example, a mixed-use area may have wider sidewalks than a city-edge residential area where a more rural landscape would be appropriate. The design characteristics identified above are not expected to create any adverse environmental consequences. Environmental review of specific projects and implementation of applicable measures in the Conservation Element, Noise Element, and Open Space Element would ensure that environmental consequences of a particular project would be minimized.

Schools and other public facilities can provide important visual and civic focal points for community life.

Public buildings sited in prominent locations.

Frontage design shields residences from the street corridor.

Buildings and trees define public spaces.

Public Spaces

Public spaces provided important public gathering places where the community can come together for special events and for daily recreation. These spaces are the major outdoor "living rooms" of the city. They should be well-defined and useful spaces located at important points in city's neighborhoods and districts.

Objective CD-11. Existing public spaces should be maintained, and new public spaces should be incorporated into neighborhoods and districts as an important aspect of their design.

Policies:

CD-11a. Open space, in the form of parks and greens should be an integral part of each neighborhood plan, not configured as residual space unusable by the residents.

CD-11b. Public spaces should be located and designed to encourage their use during the day and in the evening. The time and type of use for each space should be planned to be compatible with adjacent land uses, and with any existing flora and fauna that are to be preserved.

CD-11c. All public spaces and facilities should reflect quality design. **GP**

CD-11d. Small neighborhood parks and greens (or micro-parks) suitable for unstructured play and relaxation should be provided in each neighborhood. Larger parks should be sited on larger streets along neighborhood edges.

CD-11e. Large parks and greenways should be designed to incorporate existing natural terrain and habitats. Smaller parks should incorporate specimen trees or other natural features to enhance the quality and utility of the park.

CD-11f. Landscape design guidelines should emphasize the use of native drought tolerant plant materials, and the importance of trees as the primary elements of the town landscape. All landscaping shall utilize only non-invasive type plants.

CD-11g. The edges of neighborhoods adjoining greenbelts should be streets bike paths or other public ways, allowing their enjoyment by everyone.

Environmental Consequences

Policies relating to public spaces provide guidance in determining the types, design, and locations of public gathering places in the city. Included are specific policies to incorporate natural terrain and habitats into public spaces which emphasize the use of native, drought-tolerant species. Implementation of these policies would not be expected to create significant environmental impacts.

Objective CD-12. Development should fit quietly into the area's natural and introduced landscape, deferring to open spaces, existing natural features and native and sensitive habitats.

Policies:

CD-12a. Landscape planning shall be respectful of the natural character of the City and enhance existing native plant communities and environmentally sensitive habitat areas.

Implementation Policy 1: Use of native, locally adapted species shall be encouraged and shall be required within and adjacent to ESHA.

Implementation Policy 2: More urban, "formal" landscape designs may be used in the immediate vicinity, entryways or interior site areas of the commercially developed areas. Urban landscape species shall not be used adjacent to sensitive habitat areas.

Implementation Policy 3: All parking areas, including any future Park and Ride facilities shall provide landscaping in order to screen and soften large expanses of pavement and, to the extent feasible, shield them from view through the use of perimeter shrubs and/or depression of the parking area. Landscaped setbacks for structures and parking areas are to be provided to soften the appearance of development from the freeway and Carpinteria Avenue.

Objective CD-13. Ensure that lighting of new development is sensitive to the character and natural resources of the City and minimizes photopollution to the maximum extent feasible.

Policies:

CD-13a. Lighting for development adjacent to an ESHA shall be designed to further minimize potential impacts to habitat.

CD-13b. Lighting shall be low intensity and located and designed so as to minimize direct view of light sources and diffusers and to minimize halo and spillover effects.

Implementation Policy 4: Lighting along roads and in developed areas within or adjacent to ESHA shall not exceed 0.01 foot-candles five feet inside of any City-identified ESHA area.

Implementation Policy 5: Spotlights or floodlights in or adjacent to ESHA shall not be permitted.

Implementation Policy 6: Exterior lighting on commercial development shall be designed to compliment the building and shall be at the minimum height and intensity required to ensure public safety.

Objective CD-14. Protect and preserve natural resources by reducing energy consumption.

Policies:

CD-14a. To ensure the effective utilization of energy resources, design measures shall be incorporated into project design that allow for development projects to comply with and exceed the minimum energy requirements of the City's Uniform Codes.

Implementation Policy 7: Building orientation shall be designed to maximize natural lighting and passive solar heating and cooling.

Implementation Policy 8: Landscaping shall be designed to maximize the use of native drought-tolerant species and deciduous trees to shade buildings in summer and allow for passive solar heating in winter.

Implementation Policy 9: Energy efficient street lighting shall be used, with consideration of safety, visual impacts, and impacts to wildlife and sensitive habitat.

Implementation Policy 10: Design of parking facilities shall take into consideration in addition to intended use, the layout of entrances and exits so as to avoid concentrations of cars or excessive idling.

COMMUNITY DESIGN SUBAREAS

To ensure that the existing unique qualities of Carpinteria's neighborhoods and districts are preserved and enhanced, community design subareas have been identified. The subareas are delineated on the Town Map, in Figure CD-1. Since subareas represent unique characteristics of each area of the city, individual policies and objectives were developed so that the special design qualities of each subarea would be preserved in the future.

The following list identifies the individual community design subareas.

- **Subarea 1.** Downtown Beach Neighborhood
- **Subarea 2.** The Downtown and Old Town
- **Subarea 2A.** The Downtown Core District
- **Subarea 3.** Santa Monica, Canalino, and El Carro Neighborhoods
- **Subarea 4.** The Northeast
- **Subarea 5.** Concha Loma Neighborhood
- **Subarea 6.** The Bluffs (Areas 0, I, II, and III)

Beachfront houses.

The neighborhood edge street at the Marsh provides visual access for everyone.

Subarea 1. Downtown Beach Neighborhood

The Downtown Beach Neighborhood is bounded by the beach on the south, Linden Avenue and the State Beach Park on the east, the railroad tracks on the north and the Carpinteria Marsh on the west. The character of this subarea is principally derived from being located adjacent to the beach, the park and the salt marsh. The street pattern in this area provides good linkages to these open spaces, for both views and access.

Linden Avenue provides vistas of the mountains and the ocean. Pedestrian linkages from the Downtown to the state Beach Park (on the right side of the photo) need to be strengthened.

Objective CDS1-1: Preserve and strengthen the visual and physical connections between the neighborhood, beach, the salt marsh, State Beach Park, and the Downtown District.

Objective CDS1-2: Enhance the pedestrian character of the neighborhood streets.

Objective CDS1-3: Ensure that the scale and character of new development is consistent with the existing small-scale character of the residential neighborhood and that it is consistent with the neighborhood "small beach town" image. Discourage new development of large, "boxy" buildings, with ground floors primarily devoted to garages.

Garage doors should not dominate

Houses with beach character are encouraged.

Variety in massing and rooflines helps to articulate larger buildings.

The rail platform should be connected to the neighborhoods adjacent with high-quality pedestrian ways.

Policy:

CDS1-a. Design guidance should be provided as a part of a specific plan or similar planning document in sufficient detail and in conjunction with development regulations. **GP**

Implementation Policies

1. New buildings should discourage the ground floor being dominated by garage doors or "boxy" building design. **GP**
2. To avoid blank ground floor facades that discourage pedestrian life on the street, the ground floors of the residence should be between one and five feet in height above the public sidewalk, unless a greater height is mandated by flood prevention policies. **GP**
3. Building walls below the ground floor should be solid masonry or stucco bases, solid wood walls, or undercrofts enclosed by lattice. Open carports or crawl spaces between posts or columns should be avoided. **GP**
4. No more than 50 percent of the facade width should be occupied by garage doors. **GP**
5. The front door should face the street. Pedestrian-oriented transitional spaces should be provided from the public sidewalk to the front door. Such spaces may include landscaped front yards, landscaped and/or hardscaped forecourts, and raised front porches and dooryards. These spaces should be designed to accommodate uses such as children's play areas and/or sitting areas. **GP**
6. Front doors three feet or more above the public sidewalk should open to a front porch or raised dooryard of a usable size – e.g. seven feet by 10 feet recommended minimum. **GP**
7. To create a picturesque skyline, visible pitched roofs are recommended, rather than flat roofs with parapets or mansard fascias. On three-story elements, visible pitched roofs should be required to prevent the buildings from "walling off" the beach from the town.
8. Building articulation is encouraged: e.g. balconies, bay windows, dormers, porches and pergolas. **GP**
9. To avoid "top-heavy" buildings, cantilevered elements of upper floors should be supported by visible brackets or braces consistent with the architectural style. **GP**
10. New buildings on streets with existing one-story bungalows should include porches and other one-story elements that are compatible in scale and spacing with the existing development. **GP**
11. Buildings fronting the salt marsh should not exceed two stories in height unless the third floor is setback an additional 10 feet from the second floor below.

12. Additional pedestrian linkages from Subarea 1 to Subarea 2, across the railroad tracks, should be developed.

Linden Ave. north of Carpinteria Ave. needs improved pedestrian ways and street plantings.

Subarea 2. The Downtown and Old Town

The Downtown and Old Town subarea is bounded by the 101 Freeway on the north, by the railroad tracks on the south and southwest, and by Carpinteria Creek on the east. This subarea is the original and current center and heart of the city. It is the focus of commercial and civic activity and includes a number of vital neighborhoods with a range of housing types. It has an interconnected street network structure of an authentic small town and a variety of distinctive building types fronting onto the traditional, pedestrian-oriented streets.

On the north of Carpinteria Avenue, there are also a number of more recent automobile-oriented suburban type developments where most of the buildings front onto large parking lots rather than onto streets. An objective of the General Plan is that such developments might, over time, be remodeled (with the property-owners' initiative) to more closely emulate the pedestrian-oriented town character of the rest of the subarea. The principal design objectives for this Sub-Area are:

Parking can be integrated with the street network through the use of on-street parking in combination with lots and alleys that connect with and extend the street grid.

Objective CDS2-1: Preserve and strengthen the visual and physical connections between the downtown, beach, the salt marsh, mountains, and the other neighborhoods and districts in the city.

Frontages and facades of existing buildings with entries oriented to parking lots can often be modified to provide beautiful entries from the street.

Objective CDS2-2: Preserve and enhance the downtown's historic status as the center of commercial activity by encouraging a range of uses that serve both residents and visitors.

GP

Objective CDS2-3: Preserve and enhance the downtown's historic status as the center of civic activity by encouraging the construction and expansion of cultural and governmental facilities in the downtown.

An existing frontage that discourages pedestrian activity.

Policies:

CDS2-a. Ensure that new intensified land uses within the Downtown remain consistent with the city's "small beach town" image.

CDS2-b. To enhance the pedestrian character of the downtown's streets, plazas, paseos, parks and lanes.

The absence of curbs, sidewalks and street plantings makes some intyersections very unatractive and uncomfortable for pedestrians.

Pedestrian barriers include poorly placed street furniture and plantings that start to obscure businesses.

Some downtown street are wider than necessary and need more spatial definition.

Existing major trees should be incorporated into street improvements. They provide interesting focal points in the town.

CDS2-c. The City should prepare design standards and guidelines for this Sub-Area to assure that the intensity of development permitted by current zoning does not lead to the loss of the "small town character." The guidelines should include standards for the addition of units on existing residential lots, and for the construction of new multifamily and mixed-use buildings. The guidelines should also include specific standards and recommendations for modifications and improvements to existing automobile-oriented developments north of Carpinteria Avenue.

Implementation Policies

13. Curbs, sidewalks and street trees should be planted along existing streets define the pedestrian in the Downtown. This policy applies particularly to the neighborhoods west of Linden Avenue. (Certain streets to the east of Linden Avenue, near the creek, are exceptions to this policy.) Ninth Street at Elm Street is prototypical of the preferred streetscape for neighborhoods adjacent to the Downtown Core. The corner of Carpinteria Avenue and Elm Street is an example of where the streetscape should be improved with these elements. **GP**
14. Residential streets within the subarea should generally have narrow vehicle pavement. The curb-to-curb dimension should be a small as possible within the existing right-of-way to provide ample sidewalks and space for street tree plantings. **GP**
15. In some cases, existing mature street trees are too large for the parkway strips in which they are planted. To remedy this the parkway strip should be reconstructed to bring the curb closer to the centerline of the street. This can have the additional benefit of narrowing the pavement, encouraging lower driving speeds, shortening pedestrian crossing distances, and providing stronger spatial definition of the street. **GP**
16. In "residential-only" areas, street trees should generally be planted in parkway strips. In commercial and mixed-use areas trees should generally be planted in tree wells in the sidewalk. **GP**
17. Existing major trees along streets should be preserved even if they do not fall into a regular pattern with new street tree plantings. Sidewalks, curbs and frontage fences should be designed around these trees to make special and interesting places. **GP**
18. Hedges, walls and picket fences between 30 inches and 42 inches in height are encouraged on the frontage line. Sideyard walls should step down to no more than 42 inches in height within the front yard setback area. **GP**

19. Pedestrian pathways within and through the blocks are encouraged, to provide alternate and shorter routes for walking. These pathways should generally be designed as courts or paseos, not simply "slots" between buildings or sideyard fences. The passage from Linden Avenue to the alley behind the Coffee Grinder, and the pedestrian bridge over the creek, are good pathway examples.

Alleys at industrial uses should have walls that screen unsightly outdoor storage uses.

GP

20. Driveways should be as narrow as practical to make pedestrian use of the sidewalks safer and more pleasant. Parking of vehicles across the sidewalk should be prohibited and enforced.

GP

21. Existing and proposed industrial uses should screen outdoor storage and loading areas from public view. This includes views from the alleys, which are used as pedestrian pathways in addition to their function as service access to businesses. Solid walls and plantings should be provided on any street frontages abutting these uses.

Linden Avenue is the heart of the Downtown.

GP

22. Frontages with parking lots for commercial buildings should be designed with walls or hedges approximately 3 to 4 feet in height to shield views of the parking lot from the street.

GP

23. Streets without sidewalks but with existing mature, healthy street trees – e.g. Maple Street – the trees should be retained. In such cases the sidewalk should be built between the trees and the pavement, narrowing the pavement and maintaining the trees.

Some unique downtown streets without sidewalks should be left as they are.

Subarea 2a. The Downtown Core District

The Downtown Core – or Downtown "T" - includes the portions of Linden Avenue and Carpinteria Avenue as designated on the Town Map, and the lots that front on to them. The Downtown Core is planned to be the center of civic and commercial life in the town, a place where residents and visitors alike can be together as a community, pursuing a wide range of activities.

The Linden Avenue "stem" of the "T" is the historic hub of civic and commercial activity. It is a classic beach town "main street", flanked by storefronts and mixed-use development, connecting the town to the beach.

The Carpinteria Avenue "crossbar" of the "T" was historically the highway that defined the north edge of the town. There are a variety of development types along this street, ranging from traditional mixed-uses to suburban-type commercial buildings, and a number of housing types. The street itself varies in its design as it passes through the District. It includes a variety of pavement widths, sidewalk or verge conditions, and intermittent street tree plantings.

Maple Street.

Public spaces in a downtown provide places for fun and recreation.

Carpinteria Avenue should receive pedestrian and frontage improvements similar to Linden Avenue.

Trees and buildings define the pedestrian way.

Walls along frontages where parking abuts the street help to bridge "gaps" in the pedestrian experience of the frontages.

Objective CDS2A-1: Preserve and strengthen the visual and physical connections between the downtown and the beach, mountains, and other neighborhoods.

Objective CDS2A-2: Preserve and enhance the downtown's historic status as the center of commercial activity of the city by encouraging a range of uses that serve both residents and visitors.

Objective CDS2A-3: Preserve and enhance the downtown's historic status as the center of civic life of the city by encouraging the construction and expansion of cultural and governmental facilities in the downtown. **GP**

Policies:

CDS2A-a. Encourage and carefully regulate the development of two- and three-story mixed-use building along Linden and Carpinteria Avenues, to define a vital, lively, and valuable center for the city while prioritizing visitor-serving commercial uses.

CDS2A-b. Ensure that intensified land uses within the subarea support a lively place to visit, live, work and shop, and that the scale and character of the District remain consistent with the city's "small beach town" image. **GP**

CDS2A-c. Encourage the gradual but systematic transformation of Carpinteria Avenue from a highway commercial strip to an integrated downtown street similar in character to Linden Avenue.

CDS2A-d. Enhance the pedestrian character of the District's streets, plazas, paseos, parks and lanes.

CDS2A-e. Design guidelines and development standards should be developed for the Core District through a specific plan or similar document. The standards and guidelines for the Core District will direct design so that buildings adjacent to streets should be strongly pedestrian oriented. They should provide a high-quality environment for shopping, dining, and civic activities. The guidelines will include the following specific standards for the addition of units on existing residential lots, and for the construction of new multifamily and mixed-use buildings. The guidelines should also include specific standards and recommendations for modifications and improvements to existing automobile-oriented developments north of Carpinteria Avenue.

Implementation Policies

GP 24. Sidewalks should be at least 10 to 16 feet wide along commercial and mixed-use frontages. They should include street trees and street lights regularly spaced at the curb edge to separate the walkway from vehicle lanes

GP 25. The City will prepare and implement new streetscape designs for Carpinteria Avenue that include address the following objectives:

a. Narrow the roadway pavement to a three-lane configuration, including a central turn lane, where needed.

b. Widen and enhance sidewalks in a manner similar to Linden Avenue to enable and encourage residents and visitors to walk to nearby destinations.

c. Add regularly spaced street trees in wells at the curb, and street lights similar to those on Linden Avenue. The street trees may include tall species to strongly define the street from distant views, and smaller trees that define and shape the pedestrian ways along the edges.

d. Include as much on-street parking as possible, to promote retail and lively businesses along the street, and to encourage those arriving in the District by car to walk along the streets and into the front doors of the businesses.

GP 26. The provision of small spaces with benches, fountains, public art and other special elements that encourage people to gather and linger in public should be encouraged., particularly where they support businesses, such as sidewalk cafes.

27. Gardens or plazas should be located adjacent to viable commercial uses or designed for a specific active uses, such a children's play area.

28. Curbside parking is encouraged to provide convenient parking for businesses and coastal access and to provide an additional buffer between pedestrians and traffic.

29. On-street parking and public parking requirements for coastal access shall be considered in deciding the required amount of off-street parking. Parking lots are discouraged on street frontages and are strongly discouraged on corner lots.

GP 30. Brick and smooth stucco are the recommended wall materials for the ground floors of commercial and mixed-use buildings in this District. Painted wood siding may also be appropriate in some cases. Window and door openings should be recessed to emphasize the massive characteristics of these walls, providing a sense of permanence and stability. Upper floors may be the same material or wood siding.

GP 31. Special design guidelines should be prepared for the civic building sub-district at the corner of Carpinteria

The Torrey Pine is a landmark that can be made part of a central public gathering place.

Commercial development of mixed quality in the southwestern portion of the subarea.

Unique and rural frontages at city edges are encouraged.

The rural character of city edges should be preserved.

Garages, properly scaled, can be integrated with landscaping and other site elements to provide an attractive frontage.

Avenue and Walnut Street. The existing Spanish Colonial Revival and Mission Style architecture should be incorporated into these guidelines, as should the pattern of courtyards that is an element these styles. These guidelines might extend to adjacent properties to the north of Carpinteria Avenue around the Torrey Pine. A large courtyard or public plaza is a preferred use of the area under the Torrey Pine, with buildings fronting onto that space.

32. Pleasant and safe pedestrian sidewalks and closely spaced crosswalks should be provided along Carpinteria Avenue within the Downtown Core subarea. This will encourage pedestrians to shop both sides of the street and encourage people to walk from the north into the downtown. By developing these designated portions of Carpinteria Avenue as pedestrian-oriented frontages with lively commercial uses, drivers will have the experience of driving *through* the Downtown District rather than *past* it on Carpinteria Avenue.

Subarea 3. Santa Monica, Canalino and El Carro Neighborhoods

This subarea is bounded by the 101 Freeway on the south, and by agricultural lands outside the city limits on the west, north, and east. It is primarily composed of single-family neighborhoods, laid out in a suburban pattern typical of new development in the 1950's through the 1980's. The southwesterly portion of this subarea also includes a small commercial and mixed-use district with shopping centers, motels, mobile home developments and storage facilities, all generally oriented towards the freeway and the frontage road. Portions of the subarea along Linden Avenue and Foothill Road also include several civic and recreational facilities. Carpinteria High School lies to the north of Foothill Road and is also included in this subarea.

Many of the streets within this subarea do not represent the city's desired "small beach town" image because they are have wide streets and lack spatial definition.

Many of the houses present an image to the street that is dominated by garage doors, creating front yards that do not welcome visitors or other lively uses by the residents.

It is intended that the following objectives and policies will provide for a gradual change in neighborhood appearance as the City renovates the streets, and as property owners elect to repair and renovate their properties.

Objective CDS3-1: Preserve and strengthen the visual and physical connections between this subarea, the downtown and other neighborhoods and districts in the city.

Objective CDS3-2: Preserve and enhance the existing residential neighborhood and ensure that new development enhances the neighborhood character.

GP

Objective CDS3-3: Ensure that new development is sensitive to the scale and character of the existing neighborhoods, and consistent with the city's "small beach town" image.

Many streets are too wide and lack spatial definition by trees or buildings.

Some trees are too big for their planting strips. Planting strips could be expanded into streets, which in many cases are wider than necessary.

Second story additions should be in scale with the houses. This one is not.

Houses should not be hidden behind their garages.

Public access along the urban/rural edge is a great amenity for the whole community.

Policies:

CDS3-a. Ensure that new development adjacent to designated city edges, abutting agricultural lands outside the city limits, are designed with rural and semi-rural elements and details, providing an appropriate transition and connection of the town to the countryside.

CDS3-b. Enhance the pedestrian character of the neighborhoods' streets, parks and lanes.

CDS3-c. Design guidelines should be developed for Subarea 3 through a specific plan or similar document. **GP**

Implementation policies

33. Many streetscapes within the subarea would be improved by planting street trees to define the space of the street and buffer pedestrians and front yards from traffic. The City will develop programs to encourage and promote the planting of street trees, along with related streetscape improvements. Wherever possible, the street trees will be planted between the sidewalk and the curb. Many of the streets are wider than necessary, in which case new curbs and parkway strips for street trees may be constructed outside the existing sidewalks. **GP**

34. In certain existing wide streets that carry traffic through a neighborhood – such as Santa Monica and El Carro – consideration should be given to constructing a median strip with street trees. This would narrow the pavement, encourage cars to drive more slowly, and provide improved spatial definition to the street. This technique should generally be reserved for east-west streets since such plantings would block the desirable views of the hills and the ocean if applied to major north-south streets. **GP**

35. In some cases, existing mature street trees are too large for their parkway strips. They should be reconstructed to move the curb closer to the centerline of the street. This can have the additional benefit of narrowing the pavement, thereby encouraging lower driving speeds, shortening pedestrian crossing distances, and providing stronger spatial definition of the street. **GP**

36. City-initiated improvements to the public right-of-way are also intended to encourage property owners to reinvest in improvements to their properties, rather than allowing the properties to deteriorate. **GP**

37. Additions to and remodeling of existing houses are encouraged as valuable forms of reinvestment in the neighborhood. The City should prepare design guidelines **GP**

for such additions that will ensure that they will enhance the neighborhood character and value, rather than detract from it. Measures to be incorporated into the guidelines include:

a. Second story additions to existing one-story houses should be integral with the existing house in their design. They should generally be set back from the facade so that the one-story scale is preserved at the front. Alternatively, a new two-story facade may be proposed, particularly when a one-story front porch element is included. Reduced setback requirements for open front porches should be considered.

b. Second story additions should generally be made of materials matching the original house, including wall materials, roof materials, windows and other details. Exceptions to this may include the use of wood siding on the second floor of a house with a stucco ground floor. The reverse is strongly discouraged. Any material change should be part of a coherent overall architectural design

c. Garage doors should constitute not more than 50 percent of the ground floor facade of the house. If a three-car garage is desired, a tandem configuration for the third car is encouraged, retaining a two-car garage door.

GP 38. Residential streets near the town edge should be more rural in character, with unpaved verges and street tree plantings rather than sidewalks and formal rows of trees. These frontages are generally associated with larger residential lots with deep front yards. Fences that define the yard edge while allowing views into the yard are encouraged.

39. New development along the edge of the city should be planned with public circulation routes or open spaces along the urban/rural edge. Streets, linear parks and other public parks are appropriate for this purpose, providing both buffers to the residential uses, and access so that all may enjoy the rural vistas.

GP 40. As a part of new development projects, fences fronting on collector and arterial streets shall be decorative and set back sufficiently to provide for landscaping that enhances the street corridor and eliminates potential for the fencing to cause a sight-distance obstruction. Existing wire or wood fencing along arterial streets shall either be replaced to comply with the setback and landscaping requirement above, or screened with landscaping (shrubs or vines) where feasible.

GP 41. Open wood fences, including split rail and picket types, are appropriate on frontage lines. Solid fences and walls should be limited to side and rear lot lines.

GP 42. New residential streets should generally be connected to major streets at one-block intervals, thus avoiding rear lot lines along the major streets. This allows the side

Back yards generally should not abut streets. Where they do, landscaping and high-quality walls should buffer lots from the street to avoid this type of relatively barren appearance.

Street trees and private low fences provide a comfortable walking environment and privacy for yards.

Street hardware should not be located in front yards.

Neighborhood improvements should include comfortable, informal gathering places. These mailboxes are a missed opportunity.

Neighborhood edge commercial uses should be in buildings that are in scale with the neighborhood.

yards of houses to create a more open streetscape on the major street, rather than rear yard walls or fences lining the streets. This pattern also makes it easier for pedestrians and bicyclists to move into and out of the neighborhood by providing connections at more frequent intervals. If this spacing is impractical due to the nature of the major street, a frontage street (boulevard configuration) may be considered, or certain streets from within the neighborhood may "stub to" the major street, providing pedestrian and bicycle connections without vehicular connections.

Typical house with prominent garage, but with other elements of the facade dominant.

43. Utility hardware, such as water meters and backflow preventers, electrical transformers, and similar devices should be located underground or in parkway strips whenever possible. These elements are not attractive in front yards. Parkway strips can also accommodate fire hydrants, traffic control signs and traffic signal controllers, keeping them away from sidewalks and pedestrians. **GP**

44. Community mailboxes should be located in specially designed locations that are comfortable for the user. These locations should be visible from adjacent streets and houses to enhance security. **GP**

45. Commercial buildings located adjacent to residential parcels should be designed with the same scale of the residential buildings. This does not mean that they should look like residential buildings, but that the height and the increments of the building masses should be in scale with the residential buildings **GP**

46. Front building facades for commercial and multifamily residential buildings should face the street.

Subarea 4. The Northeast

The Northeast subarea is bounded by the 101 Freeway on the south, and by agricultural lands outside the city limits on the west, north and east. The subarea includes industrial and offices uses and a range of relatively affordable housing types, including apartments, condominiums, mobile home developments, and single-family residences.

It is also characterized by wide streets with few street trees, and residential and industrial buildings with little "neighborhood charm". There are more opportunities for new development in this area than in other areas. Therefore it is a key objective that new development, and remodeling of existing development, within in this subarea link existing and new development together into a coherent living and working District. The adjacency of employment centers and housing affordable for workers offers a unique opportunity to transform this subarea from its current condition to vital and valuable asset for the city.

Objective CDS4-1: Strengthen the visual and physical connections between the subarea, the downtown and other neighborhoods and districts in the city.

GP **Objective CDS4-2: To take advantage of the subarea's unique mixture of workplaces and affordable housing to develop a vital living and working center for the city.**

GP **Objective CDS4-3: Enhance existing residential neighborhoods and ensure that new development improves the neighborhood scale and character.**

Policies:

CDS4-a. Ensure that new development is sensitive to the scale and character of the existing neighborhoods, and consistent with the city's "small beach town" image.

CDS4-b. Ensure that new development adjacent to designated city edges, abutting agricultural lands outside the city limits, are designed with rural and semi-rural elements and details, providing an appropriate transition and connection of the town to the countryside.

CDS4-c. Enhance the pedestrian character of the subarea's streets, parks and lanes.

GP **CDS4-d.** Design guidelines should be developed for Subarea 4 through a specific plan or similar planning document.

Many frontages in this subarea are dominated by street pavement, lack strong pedestrian ways and have buildings sited awkwardly. Future guidelines should address these issues.

Entries to commercial and industrial uses are well planned for vehicular access but do not accommodate pedestrians. This discourages walking and transit, and presents an image inconsistent with Carpinteria's "small beach town" image.

Mobile home communities comprise a substantial portion of the Sub-Area.

Wide streets without street trees and relatively blank facades create a nondescript image for some existing buildings.

Implementation Policies

47. Most streetscapes within the subarea would be improved by planting rows of street trees that define the space of the street and buffer pedestrians and front yards from the traffic. The City will develop programs to encourage and promote the planting of street trees along with related streetscape improvements. Wherever possible, the street trees will be planted between the sidewalk and curb. **GP**
48. Many of the streets are wider than necessary. New curbs and parkway strips for street trees may be constructed outside the existing sidewalks. **GP**
49. The frontage street along the north side of the freeway should be improved with a wall and rows of trees on both sides. This will help cto buffer the neighborhood from freeway noise and visual impacts.
50. The street network of the subarea should be designed to provide direct walking routes from residential areas to employment areas, and limit regular truck traffic to commercial streets. **GP**

Curving streets and irregular street plantings enhance the unique character of the neighborhood.

Narrow roadways and rural tree types suit the neighborhood.

Subarea 5. Concha Loma Neighborhood

The Concha Loma subarea is bounded by Carpinteria Creek on the west, by Carpinteria Avenue on the north, by the Carpinteria Oil and Gas Plant on the east, and by the railroad tracks and the beach on the south. This subarea includes some of the town's most unique and distinctive residential streets. The streets are generally curving and undulate vertically with the natural coastal terrain. In cross section they range from traditional tree-lined streets to narrow roads with unpaved verges and no sidewalks. This existing variety makes this neighborhood a desirable place to live and should be preserved.

A small number of commercial uses are located on Carpinteria Avenue, along the northerly edge of the neighborhood. Any changes to the development of these sites should be made in conformance with the applicable policies of the Community Design Element, and with sensitivity to the abutting residential uses to the south.

Objective CDS5-1: Preserve and strengthen the visual and physical connections between the subarea, the beach, the downtown and other neighborhoods and districts in the city.

Objective CDS5-2: Preserve the existing residential neighborhoods and their unique characteristics, and ensure that new development enhances the neighborhood character. **GP**

Objective CDS5-3: Ensure that new development is sensitive to the scale and character of the existing

neighborhoods, and consistent with the city's "small beach town" image.

Policies:

CDS5-a. Ensure that new development adjacent to designated city edges, abutting agricultural lands outside the city limits, are designed with rural and semi-rural elements and details, providing an appropriate transition and connection of the town t the countryside.

GP **CDS5-b.** Design guidelines should be developed for Subarea 5 through specific plan or similar planning document.

The pedestrian bridge to the downtown is a unique and valuable amenity for the neighborhood.

Implementation policies

GP 51. The existing variety of street should be preserved.

GP 52. In some cases, existing mature street trees are too large for the parkway strips where they are planted. The preferred remedy for this problem is to widen the parkway strip by reconstructing the curb closer to the centerline of the street. This can have the additional benefit of narrowing the pavement.

Stone cobbles and unpaved roadway verges characterize some of the streets near the beach.

GP 53. The existing pattern of setbacks should be preserved. Additions to existing houses, or new houses, should match the front yard setbacks of the houses on adjacent lots, or the "stringline" between them in the case of differing setbacks.

GP 54. The existing one-story scale of buildings in the subarea should be preserved. Second floors, where permitted by zoning, should be set back from the first floor facade with extensions of one-story roof elements, or other suitable architectural elements that reinforce the one-story scale of the facade.

Other streets have a more traditional design. The existing one-story scale of the neighborhood should be preserved.

55. Additional connections to the beach, both visual and pedestrian access, shall be developed. The connection at Calle Ocho and the railroad tracks shall be improved. Such improvements shall create safe and attractive access ways that do no unreasonably impact adjacent residential properties.

56. Along Carpinteria Creek, all building elements above one-story in height should be set back at least 10 feet greater than the minimum building setback established by policy.

The Bluffs from Carpinteria Avenue.

Outdoor recreational uses are planned for much of the Bluffs.

Subarea 6. The Bluffs

The Bluffs Subarea is bounded by the beach on the south, by the Concha Loma neighborhood on the west, and by Carpinteria Avenue and the 101 Freeway on the north and east. Much of the Bluffs Subrea is currently undeveloped and includes relatively natural coastal sage and scrub terrain, fallow agricultural lands, and a driving range. Portions of the Bluffs are developed with industrial and commercial buildings, and portions are currently planned for construction of new commercial buildings.

Preservation of existing natural habitat and preservation of views to and from the beach are important objectives of the General Plan. Retention of existing visual and physical access points to the beach, and the development of improved vertical and horizontal access ways, are also important objectives. The Open Space and Conservation Element contains policies for the preservation and restoration of the natural habitats and landscape of the Bluffs.

Located at the eastern entry to the city, the Carpinteria Bluffs are a key community gateway to both Carpinteria and the County, as well as a critical factor in the overall character of the city. The Carpinteria Bluffs are among the last remaining coastal open space areas within Santa Barbara County; the site's tranquility and exquisite ocean views are enjoyed by many residents on a regular basis.

It has long been a community goal to avoid piecemeal development of the Bluffs, and to ensure that future developments within the Bluffs Area complement each other. To this end, the objectives for any development of the Bluffs are to:

Objective CDS6-1: Maintain the *Carpinteria Bluffs Access, Recreation & Open Space Master Program* as the coordinated plan for the Carpinteria Bluffs area that will allow development of uses identified in the Land Use Plan herein, so as to complement one another and preserve and enhance the site's coastal environment. The plan should be maintained so as to include information adequate to define the environmental resources and hazards within the Carpinteria Bluffs, and to delineate precise and appropriate policies for their management.

Policy

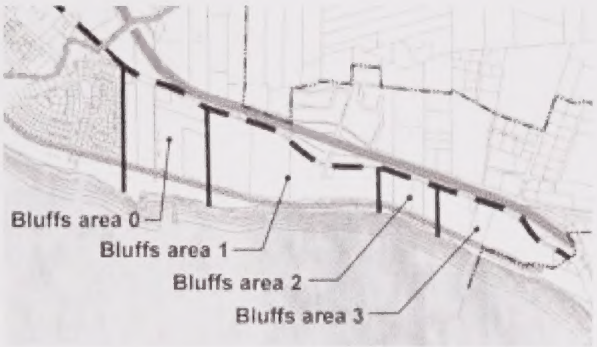
CDS6-a. Provide a clear direction for the future development of the Carpinteria Bluffs that:

1. Protects unique and sensitive environmental resources within the Bluffs.
2. Is compatible with the small town character of Carpinteria, enhances the community's image, and contributes to a pleasant

visual experience for travelers entering Carpinteria on U.S. 101 from the south.

3. Provides appropriate development opportunities for landowners within the Carpinteria Bluffs.

For the purposes of this Plan, the Carpinteria Bluffs Sub-area has been divided into four planning areas: Bluffs Areas 0, I, II and III. Descriptions of the planned land uses are in the Land Use Element.



Bluffs Area 0

Bluffs Area 0 includes all parcels of the Carpinteria oil & gas plant, the City Hall at 5775 Carpinteria Avenue and the Historical Airport site at 5665 Carpinteria Avenue. The area consists of approximately 62 acres that are built out under their approved uses. The future of the Bluffs 0 area hinges upon the disposition of the oil & gas plant that occupies most of this area. Should the plant be decommissioned, the area could present opportunities for new uses and development in support of coastal zone priorities such as visitor-serving and recreation uses and public access. Important characteristics of the site include a substantial landscaped open space buffer between the oil & gas plant and the Arbol Verde residential neighborhood to the west, remnant windrows that traverse the site north/south and east/west, and its relation to the coastal bluffs, Tar Pits Park, public access along the coast and environmentally sensitive habitat areas such as the Harbor Seal Hauling grounds.

Bluffs Area I

Bluffs Area I extends along the oceanfront from the eastern boundary of the Venoco Oil processing facility to the western boundary of the "Seven-Up" building. The existing terrain includes inter tidal and sub tidal reefs, harbor seal rookery and haulout area, coastal sage scrub and bluff scrub habitats, and windrows. The character of Bluffs I is established by its primary land use, the natural open space of the 53 acre Carpinteria Bluffs Nature Park. All other parcels included in Bluffs I are planned to be complementary to this primary use. To the west, the 23.4-acre parcel is intended for uses and development that are capable of providing a transition between the oil & gas plant and the passive open space park. To the north parcels located on either side of Bailard between Carpinteria Avenue and the freeway are intended for low intensity uses that will not obstruct views or create other negative impacts (e.g. noise, vibration, odor, light, glare) to the Park. South of the park along the coastal bluffs of Carpinteria, activity is intended to be limited so as to not disturb this unstable landforms or adversely impact its environmentally sensitive habitat. The land use designations established in support of this character are shown on Figure LU-1.

Bluffs Area II
Bluffs Area II encompasses the currently developed business park area within the Carpinteria Bluffs, and includes two currently vacant parcels situated between developed properties. This area is planned for Business Park uses. Throughout much of this area, the bluff edge is densely vegetated with chaparral, which thins to the east.

Bluffs Area II, encompassing 34.0 acres, contains approximately 153,488 square feet of existing business park uses. It is anticipated that infill of this area will continue consisting of small to medium-sized buildings, limited signage, and a more "urban" appearance than that of Bluff Areas I and III. Although the City intends to retain the types of uses currently found in Bluffs Area II, upgrading or removal of existing buildings will be needed over time. An open space corridor will traverse the center of the site, and will include a riparian area with native riparian trees, plants and shrubs. Parcels at the east and west ends of the area have unique transition and compatibility challenges related to their adjacency to an anticipated visitor-serving resort use and the Bluffs Nature Park respectively.

Bluffs Area III
Bluffs Area III is the easternmost portion of the Bluffs and extends from the eastern boundary of the "Infrared" property to the city's eastern boundary. Because Bluffs Area III has direct access to U.S. 101 via the State Route 150 interchange, on-site topographic variations, and an excellent view that is unobstructed by the railroad, it is an ideal site for a visitor-serving resort.

The planned land uses for this subarea include a hotel with up to 225 rooms, along with restaurants, a conference center, meeting facilities, a banquet facility, health spa and small shops. As identified in the Open Space Element, a view-oriented park is proposed, along with continuation of the bluff top trail.

Community Design Policies for the Bluffs
The scenic quality of Carpinteria and the Carpinteria Bluffs is diverse. The city to the west of the Bluffs is dominated by buildings and other manmade elements. The coastal and foothill areas to the north and east of the Bluffs are characterized by undisturbed natural features (e.g., marshes, bluffs, beaches and parks), as well as by agriculture. Views of these natural areas vary from short-range to long-range and are afforded from public areas, such as streets, highways and open space areas, as well as from private residences and businesses.

The most outstanding panoramic views of the Pacific Ocean and the Channel Islands are from the Carpinteria Bluffs. A footpath wanders along the bluff top from the western portion of the bluffs adjacent to the Carpinteria oil & gas plant to the city's eastern boundary, and continues into unincorporated lands, connecting to Rincon Park.

From this trail, there are spectacular vista points located at the end of Bailard Avenue in Bluffs Area I, from the back of business park properties in Bluffs Area II, and from the high point on Bluffs Area III. In addition, looking across the freeway, the foothills form an impressive backdrop to the north.

Despite the adjacent freeway, the overall character of the Bluffs is one of tranquility. It is the intent of the General Plan/Local Coastal Plan to preserve the tranquil character of the Carpinteria Bluffs, while allowing appropriate development to occur. It is also the City's intent that development of the Bluffs occurs in a manner that is consistent with the community's small town character. To ensure the preservation of significant visual resources and view corridors, as well as to achieve the desired character of development for the Carpinteria Bluffs, implementation of the following policies shall be required of project applicants.

A. Long- and Short-Range Views

The visual resources of the Carpinteria Bluffs are some of the most significant in the city consisting of both long (e.g. mountain, foothill, ocean, horizon) and short (natural open space, beach, windrows, native grass lands, coastal scrub, coastal bluffs) range views.

Objective CDS6-2: Ensure that development is controlled to avoid impacts to significant viewsheds, vistas, and view corridors.

Policies:

CDS6-b. Development on the Bluffs shall not obstruct existing view corridors of the ocean and bluff top edge. In addition, views of the ocean and mountains for users of the Carpinteria Bluffs Nature Park and coastal trail(s), for bluffs area property owners and visitors, and for passing motorists, shall be maintained.

Implementation Policies

57. New structures shall be low intensity, and reflect the low-rise, small-town feel of the surrounding area. New structures shall be designed to blend into the site and the rest of the city.
58. All structures, including ancillary structures, shall be appropriately placed so as to minimize their obtrusiveness, and to maintain existing view corridors. Existing views from Bailard Avenue, Carpinteria Avenue, and U.S. 101 to the ocean shall be preserved.
59. Development that is located on or adjacent to bluffs, beaches, or streams shall be designed and sited to prevent adverse impacts on the visual quality of these resources.

- The overall scale and massing of structures shall respect the natural setting of the Carpinteria Bluffs and its unique visual resources by incorporating designs that minimize bulk and mass, follow natural topographic variations, and minimize visual intrusion into the bluff edge park and bluff top trail, riparian area within Area II, and adjacent beach areas.
- In addition to the mass and scale of the structure, the total square footage of structures shall also be maintained at a size that preserves the area's open character, and is compatible with adjacent open space areas.
- All ancillary structures, including parking lots or structures, shall be located as close to the center of the individual building area as possible. If such structures must be located adjacent to open space or residential areas, landscaping that substantially screens the structure from the surrounding uses shall be required.
- Consistent with livability and view preservation for residents, selected internal roadways, parking areas, and building sites shall be depressed. In implementing this requirement, consideration shall be given to the feasibility of draining the site and providing appropriate gradients for sewer and storm drain lines.
- To ensure that the view corridors are appropriately framed and maintained, all structures shall be subjected to review by the City's Architectural Review Board, which will ensure that selected building sites adjacent to the open space areas and view corridors have included provision for depressed building sites, berming and/or suitable landscaping.
- Berms, landscaped buffers and islands shall be created wherever feasible and determined necessary to enhance open space and visual appeal in association with roadways, parking lots and building sites.
- New development is to remain visually subordinate to surrounding natural and introduced landscaping. New buildings, signs, roads, and other man-made features should borrow from naturally established forms, lines, colors, and textures, including the forms, lines, colors, and textures introduced as part of site landscaping. New buildings, signs, roads, and other man-made features should also be at such a scale that they contribute to the desired low intensity character for the Carpinteria Bluffs.
- Surface materials on buildings within the Carpinteria Bluffs should be textured to blend with the coarseness of landscaping and natural vegetation.
- Permitted development within identified view corridors shall be limited to landscaping, roads, underground utilities, parking lots (where specifically required by other provisions

of the Carpinteria Local Coastal Plan or Carpinteria Bluffs Local Coastal Plan Amendment), walkways, bikeways, public restrooms (where specifically required by other provisions of the *Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program*), bike racks, benches, picnic tables, and small interpretive signs.

- The intrusiveness of wall surfaces facing toward the bluff edge, the Bluffs Nature Park, riparian area, or identified view corridors shall be minimized through the use of single story elements, setbacks, roof pitches, and landscaping.

60. New development shall maintain existing topographic variations of the Carpinteria Bluffs, such as the ridgeline in Bluffs I and the terracing of Bluffs III. Development of Bluffs I should be designed to respect the viewshed from the bluff trail looking north toward the mountains and from the Bluffs Nature Park looking west. Location and design of buildings shall respect the topography and follow topographic forms whenever possible, visible variations in the ground plane are to be retained, avoiding a flat, mass graded appearance. These variations in the ground plane are also to be reflected in variations in the roof lines of individual buildings.

61. Buildings should not turn their backs completely to the freeway, Carpinteria Avenue, or other adjacent street(s). Regardless of their orientation, buildings that are visible from the freeway, Carpinteria Avenue, the Bluffs Nature Park, Bluffs area trails, or bluff top view points, are to be designed to provide the same level of architectural detail on elevations visible from these areas as on other elevations of the building.

GP

62. Buildings should be located in a landscaped setting where the main entrances do not directly abut paved parking areas. A minimum five to seven foot wide landscape strip should be provided between parking areas and buildings.

GP

63. Parking lots should not be the dominant visual element on a site. Large expansive paved areas located between the street and the buildings are to be avoided in favor of smaller multiple lots separated by buildings and landscaping.

64. Parking lots adjacent to and visible from public rights-of-way, the Bluffs Nature Park, and bluffs area trails should be screened from view through combinations of earth berms, low screen walls, changes in elevation, and landscaping.

65. As a part of development project plan submittals for the bluffs, tools such as physical or computer models, perspectives, or photographs, shall be included in order to demonstrate compliance with these measures and more generally the protection of Bluffs visual resources.

B. Site Design

The organization of the elements of a development plan on a site in consideration of the unique characteristics of the area and the site itself is a critical aspect of the planning process. The placement of buildings, parking areas and landscaping is especially critical in the Bluffs due to the priorities for preserving natural open space, sensitive habitat areas, and views.

Policy:

CDS6-c: Prior to action on individual development approvals, an overall design plan shall be prepared by the project applicant(s). Rather than planning on a site-by-site basis, the design plan shall include all parcels under the same controlling ownership interest and any anticipated to be a part of a future complimentary development.

Implementation policies

66. All development shall be appropriately clustered to preserve open space.
67. The resulting development after clustering is to be consistent with the character of the development's setting and adjacent land uses and open space areas.
68. Substantial buffering and screening is to be provided for the clustered development adjacent to public rights way and preserved open space areas.
69. Covenants, easements, and/or dedications to permanently protect and ensure the ongoing maintenance of any open space areas that remain after clustering is accomplished and are not dedicated to the public. **GP**
70. The size, height, bulk, and location of buildings within the Carpinteria Bluffs are to be managed in relation to the overall site design and relationships to other buildings to avoid a crowded appearance, preserve a visual appearance of openness, and to maintain an overall low-intensity character of the Carpinteria Bluffs. For Bluffs II, it has been determined that up to a total of approximately 311,018 square feet of building area may be considered without inherently exceeding the intensity of development that is acceptable. For the preferred visitor-serving resort use of Bluffs III, it has been determined that up to 225 hotel rooms, 259,180 square feet of total building area, may be considered without inherently exceeding the intensity of development that is acceptable from an aesthetic standpoint.
71. A variety of structure and parking setbacks should be provided in order to avoid long, monotonous facades.
72. Setbacks should be provided proportionate to the scale of the building and in consideration of adjacent development and open

space areas. Larger buildings require additional setback areas for a balance of scale and so as not to impose on neighboring uses.

73. The design plan within each Bluffs area shall include an internally coordinated infrastructure system. Project applicant(s) for only a portion of a Bluffs Area shall also provide a design plan that coordinates (with other applicant(s) of the Bluffs) the infrastructure system. Subsequent development shall be consistent with the City-approved design plan.

74. The design plan shall include an overall design theme for the project and provide for the "blending" of the urban components of the site with the natural surroundings and current existing buildings around the site. The design plan shall include the following.

    - Provision of an aesthetic link between the existing commercial development already present in the city and new development proposed for the Bluffs site. A diversity of building styles is permissible, but must utilize styles that are already present in the city. Such design guidelines should also respect the natural attributes of the site, and give consideration to the location of the site (i.e., on a bluff adjacent to the ocean).
    - Architectural style, including materials and colors, should be compatible with the site's natural and landscaped setting. The use of colors, textures, materials and forms that will attract attention by not relating to other elements in the neighborhood is to be avoided. No one structure should stand out.
    - Building forms and elevations should create interesting roof silhouettes, strong patterns of light and shadow, and integral architectural detail. Box-like structures and flat, monotonous facades are to be avoided.
    - A low-rise setting with strong pedestrian orientation is to be provided. Site planning should favor pedestrian traffic by providing canopy trees to shade walkways, furnishing gathering places, and organizing buildings so that users have a continuous pedestrian level experience.
    - Exposed structural and mechanical elements, unless well integrated into the design concept, are unsightly and are to be avoided. Outdoor work areas are to be screened from view.
    - The inclusion of gateways that create a visual sense of entry into developments is encouraged. The scale and design of gateways should be compatible with scale and intensity of adjacent development, and should include enriched paving, raised medians, signage, landscaping, and other features as appropriate.

- Signage shall be the minimum necessary to identify businesses and coastal access or recreation areas within the Carpinteria Bluffs area. Pole signs shall be prohibited. Signs shall be designed as an integral part of the surrounding architecture, and shall be of compatible materials and colors to adjacent buildings. Signage shall include adequate identification of public coastal access parking, trails, and/or bikeways, and coastal recreation areas, and shall indicate the availability of facilities for physically challenged visitors.
- Specification of acceptable and restricted building materials for the exterior of all structures (i.e., prohibition of extensive use of metallic surfaces, concrete, fiberglass, etc., which would intensify the urban nature of the development). The use of natural materials for exterior siding is encouraged.
- The color palette chosen for the development should accentuate the natural qualities of the site and surrounding areas, and should not contain "loud" or "bright" colors, or white. Acceptable colors include muted blues and greens, grays, earth tones, or any other color as approved by the City. Matte paints are also acceptable.
- Scale models or equivalent presentation of proposed development projects shall be included with development plans at the time of submittal to the city.

C. Landscaping

The Carpinteria Bluffs is largely a natural place where varieties of coastal scrub, grasslands, and windrows contribute importantly to the ambience.

Policy:

CDS6-d. Landscape Planning shall be respectful of the natural character of the Bluffs and enhance existing native plant communities and environmentally sensitive habitat areas.

Implementation Policies

75. Use of native, locally adapted species shall be required.
76. More urban, "formal" landscape designs may be used in the immediate vicinity, entryways, or interior site areas of the hotel/resort or the visitor commercial area. Urban landscape species shall not be used along buffer areas adjacent to open space areas.
77. All parking areas, including any future Park and Ride facilities, shall provide maximum landscaping and to the extent feasible, be shielded from view by perimeter shrubs and/or depression of the parking areas.

78. Buildings should be located in a landscaped setting where the main entrances do not directly abut paved parking areas. A minimum five to seven foot wide landscape strip should be provided between parking areas and buildings.
79. Landscaping shall be used as a buffer and transition between developed areas, particularly around the hotels/resort and the business park/visitor commercial areas. Landscaping materials used as buffers shall conform to the plant requirements, as set forth below.
80. Vegetation placement, density, and coloration shall be compatible with the patterns of existing natural vegetation in surrounding areas. Revegetation that varies, particularly in form or in color, from the visual characteristics of the existing surrounding vegetation shall be avoided. In order to prevent monotony, landscaping with a variety of heights shall be required, although heights should be comparable to existing vegetation.
81. All areas adjacent to the railroad right-of-way shall be shielded through the use of dense, low-lying landscaping in such a manner that they do not obscure ocean or mountain views across the track corridor.
82. In the event that the property owners within Bluffs Area I or Bluffs Area III are unable to agree upon an integrated plan for their respective portions of the Carpinteria Bluffs, an applicant may independently apply for a development permit subject to the provisions listed in the *Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program* for this planning Sub-Area.
83. Development within the Carpinteria Bluffs should fit quietly into the area's natural and introduced landscape, deferring to open spaces, existing natural features, and native and sensitive habitats.

D. Lighting

Policy:

CDS6-e. Exterior and interior lighting of development projects shall be low intensity and located and designed so as to minimize direct view of light sources and diffusers, and to minimize halo and spillover effects.

Implementation Policies

85. Lighting on the east-west coastal bluff trail shall be minimized to be less than 0.01 foot-candles at a distance of five feet from the trail; otherwise, trail lighting shall not be permitted.
86. Lighting along exterior roads in the developed areas of the Carpinteria Bluffs shall be directional in nature, and shall not

exceed 0.01 foot-candles five feet inside of preserved natural areas.

87. Spotlights or floodlights in residential backyards shall not be permitted.
88. Parking areas shall employ directional lighting and shall not be brighter than necessary for security purposes. Similarly, all ancillary structures associated with the hotel/resort shall use directional lighting that is only as bright as required for security purposes. If necessary to block light into adjacent residential or open space areas, additional landscaping or restrictions on the time of use shall be required.
89. Development shall incorporate awnings or other types of architectural overhangs in order to reduce glare from window glazing and interior lighting.

E. Energy Utilization & Conservation

Policy:

CDS6-f. To ensure the efficient utilization of energy resources, design measures shall be incorporated into project design that allow for development projects to exceed the minimum energy requirements of the city's Uniform Codes.

1. Building orientation shall be designed to maximize natural lighting, passive solar heating, and cooling;
2. Landscaping shall be designed to maximize the use of native drought tolerant species and deciduous trees to shade buildings in summer and allow for passive solar heating in winter;
3. Energy efficient street lighting shall be used, with consideration of safety, visual impacts, and impacts to wildlife and sensitive habitat;
4. Design of parking facilities shall take into consideration the layout of entrances and exits so as to avoid concentrations of cars or excessive idling.
5. Alternatively fueled vehicles are to be used in construction and as fleet vehicles, if feasible and available.

Circulation Element

INTRODUCTION

The purpose of the Circulation Element is to designate an efficient system of streets and highways that will provide adequate linkages between land uses in the city. This Element complements the Land Use Element by contributing to the achievement of the economic, physical, and social goals of the community.

The California Government Code Section 65302 (b) specifies that all General Plans shall include a circulation plan intended to designate the "location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities."

Jurisdictional Responsibility

Since both the City and the State administer portions of the circulation system in the city, these agencies must cooperate to ensure that the combined system adequately serves both residents of and those passing through or visiting. In addition, the system interfaces with the Circulation Element of the County of Santa Barbara's Comprehensive Plan.

Dependence on the Automobile

Like most of those in California, residents of Carpinteria are dependent on the automobile for most travel. This is currently the only effective mode of travel for many trips, with the exception of sub-regional home-to-work and shopping trips, where properly developed transit systems or other alternate modes such as the bicycle can provide better efficiency. As the economy of Carpinteria grows within the context of the larger regional economy, travel demands will increase. As many local streets, particularly those in commercial or industrial areas, become increasingly loaded to capacity, total dependence on the automobile will mean increased congestion. It is accordingly considered prudent to facilitate alternate modes of transportation in order to help reduce travel demands. The City's existing and planned bikeway system has and will continue to become increasingly important as an alternative.

Land Use Policy LU-3h: Develop land uses that encourage the thoughtful layout of transportation networks and support minimizing the impacts of vehicles in the community, and encourage alternative means of transportation.

Fiscal Limitation

Circulation and infrastructure needs are typically granted high priority in municipal capital budgets. Nevertheless, funds are ultimately limited and there is a long list of competing projects with high levels of need and community support.

In June, 1990, California voters approved legislation (Proposition 111) which increased funding for the state's transportation system. With that there were new requirements for the transportation planning process that require urbanized counties, such as Santa Barbara County, to prepare a Congestion Management Program

Surface Transportation Program (STP) Funds.
Under the provisions of ISTEA, STP funds are allocated through the State to the MPO's. SBCAG's share of the STP funding is approximately $3.0 million per year. STP funds may be used for a variety of purposes including road construction, rehabilitation, and maintenance; safety; operational improvements; planning; car/vanpool projects; bicycle/pedestrian facilities; and transit capital projects. STP funds cannot be used for transit operations.

Congestion Mitigation and Air Quality (CMAQ) Funds. CMAQ, like STP, is a funding program established by ISTEA. In California, CMAQ funds are allocated through the state to the MPO's on the basis of population, weighted by the severity of each region's air quality problems. SBCAG's share of the annual allocation of CMAQ funds is approximately $1.4 million. CMAQ funds may be used for a variety of projects and programs designed to reduce vehicular emissions. CMAQ guidelines require the applicant to document those emission reductions. CMAQ funding may be used to replace existing transit vehicles (with new, cleaner buses), purchase alternative fuel buses, and provide operating costs for new service for a maximum period of three years.

(CMP). The CMP applies to all incorporated cities and unincorporated area in the County. Carpinteria has a vested interest in implementing the CMP because the program is a prerequisite for obtaining federal, state, and local monies. Funding sources include the following: Federal Surface Transportation Program (STP) Funds, Federal Congestion Mitigation and Air Quality (CMAQ) Funds, State Flexible Congestion Relief and Urban and Commuter Rail Funds, State Traffic System Management (TSM) Funds, and Local Subvention Funds.

In 1993, the City prepared a *Development Impact Fee Report* and *Master Facility Plan* to identify, describe and provide cost estimates for all facilities and infrastructure needed by the city at buildout. The Development Impact Fee Report identifies the portion of costs of projects that are development related. Findings from these reports identify needed capital improvement projects required through the buildout, including both projects related to existing deficiencies and those needed to support future development.

ISSUES

Within the city are 32.2 roadway miles and 64.8 lane miles of surface streets, including secondary State Highways. In addition, there are 3.38 miles of State-maintained freeway, consisting of 14.6 lane miles. Circulation issues in the city include:

- Selected roadway sections that are at or near capacity at selected peak periods. This includes the freeway through the city.
- As the freeway traffic increases in the future congestion will force additional traffic onto the local road system.
- Roadways in some areas are non-continuous and do not provide convenient, consistent circulation flow.
- Pedestrian and vehicular access to and from northern and southern Carpinteria areas is inadequate due to a lack of adequate freeway crossings.
- East/west circulation north of U.S. 101 is inconvenient for the present population. This access will become increasingly inadequate as the population grows.
- Many roadways are fragmented because of incremental development patterns. As a result, many streets have varying right-of-way dimensions, incomplete curb and sidewalk improvements, extremely varied roadway conditions and confusing access to some residential areas.
- The downtown area includes and centers on south Linden Avenue, which bisects and provides a central core to the Carpinteria Avenue commercial corridor. Parking and access will become a major problem with increasing traffic volumes.
- Truck traffic exists on predominantly residential streets in the north sector. Much of the truck traffic serves the agricultural

industry, and will increase proportionately to the increase in more intensive agricultural uses.
- Pedestrian access has been historically important.

The issues described above are addressed through the objectives and policies in this Circulation Element for the following local circulation routes:

- U.S. 101, State Routes and Freeway Interchanges,
- Carpinteria's Scenic Highways,
- Local Arterial and Collector Streets,
- Truck Routes,
- Railroad, and
- Alternative Modes of Transportation (including facilities for pedestrians and bicycles).

U.S. 101, State Routes & Freeway Interchanges

U.S. 101 is the only freeway serving the Carpinteria area. It serves as the principal intercity arterial highway connecting cities between Los Angeles and San Francisco. To a lesser degree, it serves as an intra-city arterial for trips that may originate and terminate at the various interchanges in the city. Beginning at the Santa Barbara County line, U.S. Highway 101 is six lanes wide north to the State Route 150 interchange, at which point it reduces to four lanes and continues this width northerly through the city. There have been discussions regarding the capacity and potential widening of U.S. 101 through the city.

Two State Routes (SR) traverse the city; SR 150 and SR 192. State Route 150 is a two-lane rural State Highway connecting Carpinteria with Lake Casitas and Ojai in Ventura County. State Route 192, Foothill Road, is a two-lane rural State Highway paralleling U.S. 101 along the foothills of the coastal shelf. It is the only fully continuous parallel route within the area and provides access to agricultural and residential lands north of the city.

Existing freeway interchanges are located at State Route 150, Bailard Avenue, Casitas Pass Road, Linden Avenue (north bound on-ramp/south bound off-ramp only), Santa Monica Road (north bound ramps only), Reynolds Avenue (southbound ramps only), and Carpinteria Avenue at the west end of the city (southbound off-ramp only). Several of the Carpinteria-101 interchanges involve unusually confusing and inefficient design configurations.

Proposed interchange and bridge improvements, as described in the city's *Master Facility Plan* (July 1993) include the following:

The term "level of service" (LOS) is used to describe the quality or ease of traffic movement for operating conditions that may occur on a roadway or intersection as it accommodates various traffic volumes. Level of service provides an overall qualitative measure of the effect of a range of factors which include speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

There are six levels of service A through F that relate to driving conditions. This technique is the standards method for identifying street deficiencies, and reflects the ability of the street sections to accommodate traffic volumes. These are described below.

Level of Service A - Free flow conditions, low volumes, unrestricted operating speeds, uninterrupted flow, no restriction on maneuverability, little or no delays.

Level of Service B - Stable flow condition, operating speeds beginning to be restricted, design level for rural conditions.

Level of Service C - Stable flow but speed and maneuverability restricted by higher traffic volumes, satisfactory operating speeds for urban conditions.

Level of Service D - Approaching unstable flow, tolerable speeds maintained, delays at signals, temporary restrictions, little freedom to maneuver.

Level of Service E - Low operating speed, volumes at or near capacity, unstable flow, momentary stoppages, extensive delay at signals.

Level of Service F - Forced flow conditions, very low speeds, frequent stoppages for short or long periods because of downstream congestion.

- Reconfiguration and reconstruction of the Bailard Avenue/Highway 101 Interchange, including the widening of the overpass to four lanes, construction of turn lanes, installation of traffic signals and upgrade of the highway on- and off-ramps, or alternative interchange improvements capable of achieving similar affects on Level of Service.
- Reconfiguration and reconstruction of the Casitas Pass Road/Highway 101 Interchange, construction of turn lanes, installation of traffic signals and upgrade of the on- and off-ramps.
- Reconfiguration and reconstruction of the Linden Avenue/Highway 101 Interchange, including the addition of southbound on-ramps and northbound off-ramps, installation of traffic signals and the widening of the overpass.
- Reconfiguration and reconstruction of the Highway 150/Highway 101 Interchange in the eastern portion of town, including the widening of the bridge to four lanes, the realignment of the ramps and installation of new traffic signals and turn lanes, or alternative interchange improvements capable of achieving similar affects on Level of Service.

Objective C-1: To improve the community's ability to access U.S. 101 and areas north of the freeway through the improvement of interchanges. **GP**

Policies:

C-1a. Continue coordination and collaboration with the County of Santa Barbara and Caltrans through SBCAG to improve freeway accessibility and to resolve circulation problems in inland areas. **GP**

C-1b. The City shall strive to improve vehicular and pedestrian over crossings of the freeway and the various creeks while respecting their habitat value and sensitivity.

C-1c. The City will endeavor to work with Caltrans to resolve freeway access, interchange development and noise attenuation problems as they affect the community. **GP**

C-1d. The City shall work closely with Caltrans to assure improvements to freeway interchanges and overpasses compliment the small town quality and charm of the city. Conventional methods for improving level of service such as widening of overpasses for independent turning lanes and signalization of intersections should be avoided if possible in favor of improvements consistent with the existing small town character and charm. Improvements required as a result of a development project shall also be consistent with this policy. **GP**

Environmental Consequences

Policies relating to U.S. 101, State routes and freeway interchanges include cooperation with Caltrans and the County to improve freeway accessibility; improvement of pedestrian and vehicular overcrossing of the freeway and creeks while protecting habitat; and cooperation with Caltrans for freeway access, interchange development and noise reduction.

Implementation of circulation system improvements would have the potential to create noise, air pollution, traffic, and other temporary construction effects. New overcrossings could also require stream crossings or other infringements on land conservation areas. Such impacts would depend upon the locale of specific improvements and would need to be addressed on a case-by-case basis. Implementation of standard construction practices and implementation policies for natural habitat areas in the Open Space, Conservation & Recreation Element would be expected to mitigate impacts associated with construction activity.

Before a route can be designated as an "Official Scenic Highway" the City must take the following steps:

STEP 1. Preparation and Adoption of Scenic Corridor Protection Program. The City must develop and adopt protection measures for the areas within the scenic corridor to meet the State's five minimum requirements including:

- Regulation of land use intensity and density of development;
- Detailed land and site planning;
- Prohibition of off-site outdoor advertising and control of on-site outdoor advertising;
- Careful attention to and control of earthmoving and landscaping; and
- Careful attention to and control of the design and appearance structures and equipment.

STEP 2. Caltrans Review of Protection Program. Submit a request for official designation to Caltrans including:

- The adopted scenic corridor protection program arranged under the headings of the five required minimum standards described above;
- A description of the process employed for public participation; and
- Evidence of adoption of the protection program (such as an official resolution).

The protection program will be reviewed by the Caltrans District and Headquarters Scenic Highway Coordinators to check for compliance.

STEP 3. Departmental Transportation Advisory Committee (DTAC) Review of Protection Program. If the DTAC concurs that the scenic corridor protection program is adequate it will recommend official designation of the route to the Director of Caltrans.

STEP 4. Official Designation and Placement of Poppy Signs. If the Director agrees with the DTAC recommendation, the route will be designated as an official State or County Scenic Highway.

CARPINTERIA'S SCENIC HIGHWAYS

Currently there are no designated scenic highways in Carpinteria. Designation of "Official Scenic Highways" is governed by Article 2.5 of the California Streets and Highways Code and pertains to State Highway Routes. Section 263.1 and 263.6 of the California Streets and Highways Code identifies SR 150 and U.S. 101 as eligible for designation as state scenic highways. See sidebar for steps to become a designated scenic highway.

Objective C-2: To designate scenic routes so as to provide for the scenic enjoyment of and maintain and enhance the natural beauty of the lands and views along the roadways of the Carpinteria Valley.

Policies

C-2a. To cooperate with the State and County of Santa Barbara in the designation and development of Highway 101, 150, and 192 within the Carpinteria Valley as scenic routes and official scenic highways. [10-year]

C-2b. To utilize the design tools outlined in the Community Design Element to enhance scenic vistas along Highways 101,150 and 192.

C-2c. To develop scenic route procedures to ensure that public private land uses, site planning, landscaping, outdoor advertising, utilities, view corridors, earthmoving and architecture are consistent with the City's aesthetic objectives for Scenic Highways. [5-year]

Environmental Consequences

Policies relating to scenic highways would require the City to cooperate with the State and County in the designation of scenic highways, utilization of design tools outlined in the Community Design Element, and development of procedures to ensure that development and activity along these corridors is consistent with the objectives of scenic highways.

These policies are designed to enhance the aesthetic character of the city's scenic routes. Implementation of these policies would generally have beneficial environmental effects.

ARTERIAL, COLLECTOR & LOCAL STREETS

The City has established standard right-of-way (ROW) cross sections defining the general ROW width and configuration for each street and highway (See Figure C-1). The cross sections shown here will normally be required. See sidebar on the following pages for standard cross sections for service streets, local streets, collector streets, industrial/commercial collectors, secondary arterials, major arterials, and freeways. It is recognized that the city street system has developed over many years and under varying standards for street and right-of-way widths that are different than the standards herein.

In certain locations it may be determined appropriate to adopt for implementation Specific Plan or special (alternative) section streets that deviate from the street improvement and right-of-way standards herein. Wherever such alternative cross section configurations are used, each will be so designed as to create an orderly transition from one to the next. Each alternative cross section must further the goal of providing safe and efficient circulation, as well as an aesthetically pleasing urban form.

Existing Arterial Streets

Carpinteria Avenue is a two-lane arterial street paralleling the freeway from the SR 150 interchange on the east, passing through the central business district to the west edge of the city. Left turn lanes are provided at several intersections and traffic signals exist at Linden Avenue and Casitas Pass Road. Carpinteria Avenue is the only continuous street running through the city on the south side of the freeway.

Via Real is a two-lane arterial street paralleling the freeway as a frontage road. There are three discontinuous sections of Via Real, from SR 150 to Carpinteria Creek, from Casitas Pass Road to Vallecito Road and from Santa Ynez Avenue west to the city limits.

Santa Ynez Avenue is a two-lane road connecting Carpinteria Avenue with Via Real by way of an overcrossing of U.S. 101.

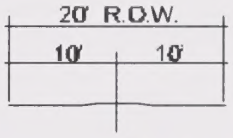
Linden Avenue is a two-lane arterial running from the beach through the center of the city, across U.S. 101 to SR 192.

Casitas Pass Road is a two-lane arterial running from the SR 192 southerly to Carpinteria Avenue. A traffic signal exists at Casitas Pass Road and Carpinteria Avenue. North of the freeway, there is little urbanization east of Casitas Pass Road, although development is largely complete to the west. A full diamond interchange provides access to the freeway, although the northbound on-ramp is separated from the interchange.

ROW Standard Cross Sections

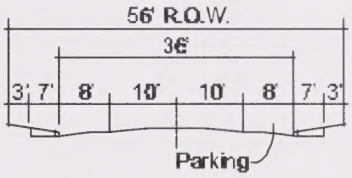
Service Street (Alley). 20' ROW
These local streets are the smallest in the hierarchy of roadway classifications. Service streets are intended to provide delivery access to the rear of commercial properties, especially where such deliveries would adversely affect traffic on the front street.

Service Street

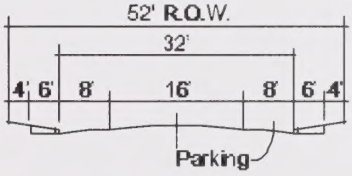


Local Street. Non-through 52' ROW and through 56'ROW
Local streets are designed to serve individual subdivisions and neighborhoods within residential areas. They are inappropriate for use in non-residential land use areas, due to their lack of adequate width of parking and travel lanes, especially for trucks.

Residential Loop Street

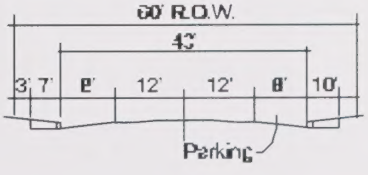


Residential Cul-De-Sac



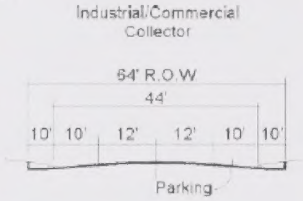
Collector Street. 60' ROW
Collector streets connect local streets to secondary arterial streets. Several neighborhoods may be accessed by a collector street. This classification is the minimum width considered adequate for commercial streets. Widening may be required at intersections to provide for turn channelization and/or transit bus stops.

Residential Collector

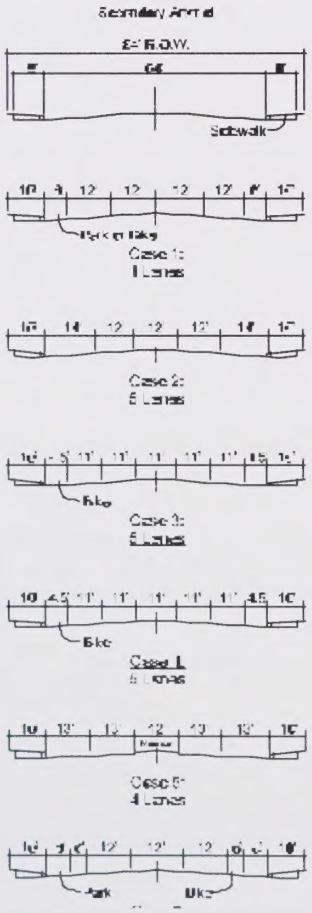


ROW Standard Cross Sections

Industrial/Commercial Collector. 64' ROW. Industrial commercial collectors are designed for industrial and commercial traffic and land use. Their width accommodates both moving and parked trucks within the roadway. This classification is the minimum width considered adequate for industrial streets, and is the preferred width for commercial streets.



Secondary Arterial. 84' ROW. Secondary arterials represent the smallest of arterial highway classifications. Generally they provide routes for through traffic across the City/County. Left or right turn channelization may be provided at intersections. Individual residential lot access is usually restricted from these roads, and commercial or industrial access may be limited to selected locations.



Bailard Avenue is a two-lane arterial running from the north of the city limits to the freeway, where it crosses on a two-lane overcrossing. A diamond interchange provides full access to the freeway. Bailard Avenue serves as the principal access for the surrounding residential area.

Mark Avenue is a two-lane arterial extending from the northern city limits to Via Real. It serves an industrial park in the eastern part of the city north of the freeway.

Note: Adjacent development has provided partial widening in some areas.

Existing Collector Streets

El Carro Lane is the major east-west collector street serving residential areas north of the freeway, running between Santa Monica Creek and Casitas Pass Road. It is presently discontinuous with a missing segment between Linden Avenue and Sterling Avenue.

Ogan Road also serves as an east-west collector street north of the freeway, between Linden Avenue and Casitas Pass Road.

Santa Ynez Avenue (north of Via Real), and **Camino Trillado/Jay Street** serve as north-south collector streets in residential areas north of the freeway.

Santa Monica Road is a two-lane road connecting Via Real with SR 192. This road has a substandard alignment and serves residential and rural land uses north of the city.

South of the freeway, in the central part of the city, **Seventh Street** serves as an east-west collector route between the downtown core and the western part of the area, at Santa Ynez Avenue, and **Eighth Street** serves to connect the core to the area to the east.

In the Arbol Verde/Concha Loma area, **Arbol Verde Drive**, **Concha Loma Drive** and **Calle Ocho** serve as collector streets feeding residential traffic to Carpinteria Avenue.

Objective C-3: Provide a balanced transportation network with consistent designations and standards for roadways that will provide for the safe and efficient movement of goods and people through the community. **GP**

Policies

C-3a. Consider all possible means of funding capital improvements needed to meet traffic and transportation needs generated by buildout of the General Plan. **GP**

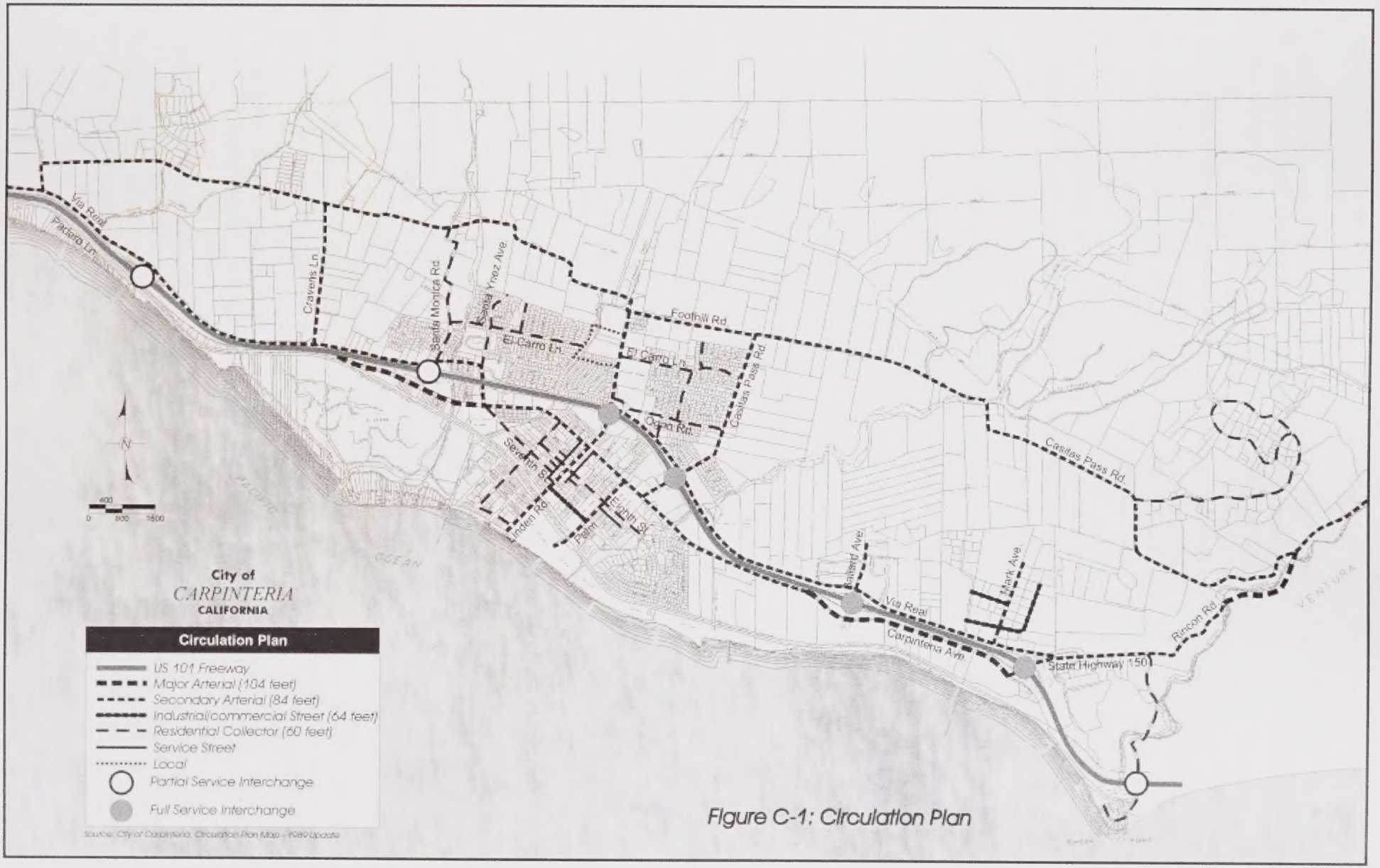
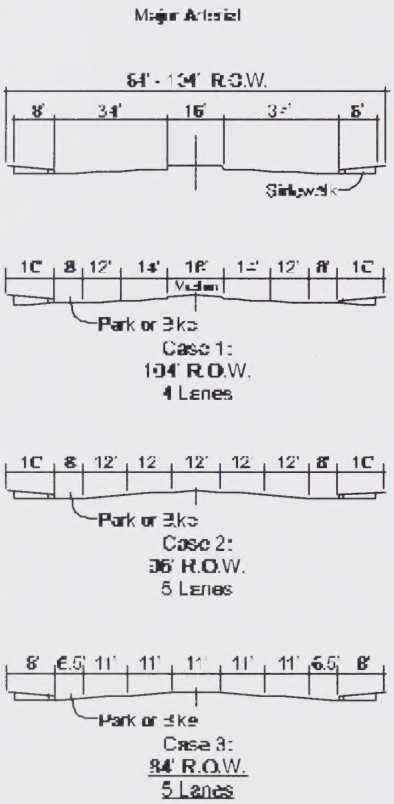


Figure C-1: Circulation Plan

ROW Standard Cross Sections

Major Arterial. 104' ROW.
These arterials carry the heaviest local traffic through the planning area. Access should be limited on these routes to permit efficient, high volume traffic circulation. These routes may have raised medians, and accommodate up to six lanes. Turn channelization will also be provided. Access to adjacent property may be limited to a greater extent than as in Secondary Arterials.



Freeway. 200(+)' ROW.
The freeway is the largest circulation elements in the city. This major regional circulation route carries traffic to other regional areas and connects Carpinteria to a national circulation network. The freeway system has limited access only at designated locations, thus allowing traffic to flow uninterrupted over greater distances.

NOTE: [5-year] *or* [10-year] *indicates anticipated timeline for implementation.*

C-3b. Apply the street improvement and right-of-way standards established herein to new street development in the city except where: **GP**

- alternative standards have been adopted by the City through an applicable Specific Plan or similar implementation tool; or
- the City determines that development of an infill site makes application of the standards inappropriate; and
- it has been found by the city that use of the alternative street right-of-way and/or improvement standard will provide safe and efficient circulation, orderly transition as well as an aesthetically pleasing urban form.

C-3c. Review new development proposals to improve neighborhood circulation patterns and enhance the inter-neighborhood routing characteristics of the city's master plan. **GP**

C-3d. Develop El Carro Lane as an east/west collector to provide a safe, non-freeway dependent community street, while including a design that assures protection of the neighborhoods adjacent to this street. The City shall maintain speed limits and traffic controls appropriate to this street's residential character. [10-year] **GP**

C-3e. In addition to existing at grade railroad crossings located at Linden, Palm, Dump Road, and Sandyland Cove Road, establish at grade or grade separated railroad crossings in order to improve vehicular and emergency access to the Beach neighborhood and ensure that emergency access routes and crossings of U.S. 101 are maintained. [10-year]

C-3f. Improve travel characteristics of the city's circulation plan by: **GP**

- planning and developing a continuous and direct east/west surface street route north of and parallel to Highway 101 to improve the efficiency of local traffic circulation [5-15 years]
- considering the westerly extension of Via Real to Casitas Pass Road and from Vallecito to Linden;
- prioritizing maximum protection for coastal waters, ESHA and agricultural resources in considering potential road extensions.

C-3g. Establish programs that monitor and effectuate improvements on roadways as the need arises. [2-year] **GP**

C-3h. Require all new projects to demonstrate safe traffic flow integration with the Master Plan of Streets as well as street/drainage improvements function. This shall include construction traffic and the designation of construction routes. **GP**

C-3i. Develop and implement programs that improve the circulation and parking systems of the downtown area. [2-year]

GP **C-3j.** Develop a prioritized Capital Improvement Program directed at roadway improvements. [2-year]

GP **C-3k.** Segregate by design, enforcement and traffic pattern, routes of significant industrial and residential conflict.

C-3l. Provide sufficient parking and loading space in commercial and industrial areas to minimize interference with efficient traffic circulation.

CARPINTERIA AVENUE CORRIDOR

Objective C-4: Improve the Carpinteria Avenue corridor to ensure adequate traffic flow, safe bicycle use and improved aesthetic qualities.

Policies

GP **C-4a.** Regulations should be established which minimize traffic movement friction on Carpinteria Avenue. Such standards should include but not be limited to:

- elimination of problematic existing and proposed left hand turn movements,
- eliminating where appropriate existing curb cuts, and
- creating standards for when new driveways are allowed, spacing, and alignment. [5-year]

GP **C-4b.** A Specific Plan or similar document should be prepared and adopted that serves to guide private and public improvements along the street. The plan should include among comprehensive criteria, direction concerning appropriate uses, the relationship of buildings to the street, and the different street improvement standards for each identified street increment (Downtown "T", East end, West end, etc.). [2-year]

Implementation Policies for Policies C-3a through C-4b:

1. Projects contributing PHT's (peak hour trips) to intersections that operate at an estimated future level of service that is better than LOS C shall be found consistent with this implementation measure unless the project results in a change in V/C (volume/capacity) ratio greater than 0.20 for an intersection operating at LOS A or 0.15 for an intersection operating at LOS B. See Table C-1 for the applicable relationship of LOS to V/C ratio for this and the following measures.

Figure C-1a

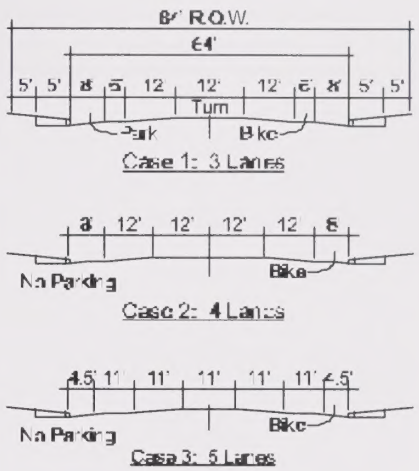


Figure C-1b

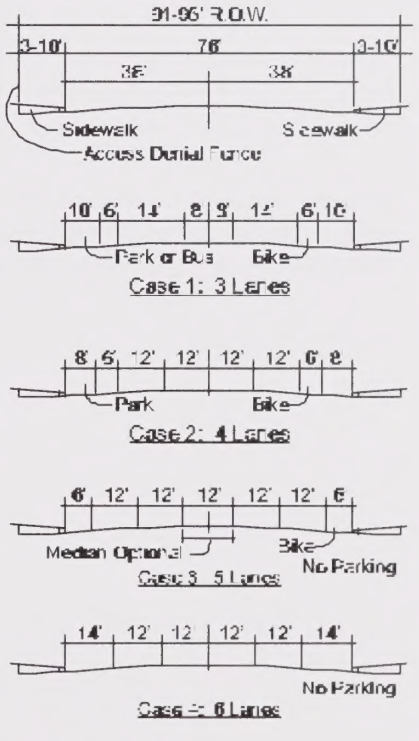
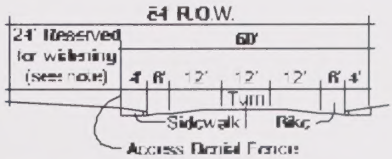


Figure C-1c



Note: This section will be used unless the ADT level on Carpinteria Avenue in this area reaches or is projected to reach a 10,000 vehicles threshold. When the ADT reaches or exceeds 10,000, the Circulation Element standard 84' right-of-way will be required.

Table C-1: Level-of-Service (Signalized Intersections)

Level of Service	Volume/ Capacity	Quality of Traffic Operation
A	0-.60	Free flow conditions, low volumes, unrestricted operating speeds, uninterrupted flow, no restriction on maneuverability, little or no delays.
B	.61-.70	Stable flow condition, operating speeds beginning to be restricted, design level for rural conditions.
C	.71-.80	Stable flow but speed and maneuverability restricted by higher traffic volumes, satisfactory operating speeds for urban conditions.
D	.81-.90	Approaching unstable flow, tolerable speeds maintained, delays at signals, temporary restrictions, and little freedom to maneuver.
E	91-1.00	Low operating speed, volumes at or near capacity, unstable flow, momentary stoppages, extensive delay at signals.
F	1.01 or greater	Forced flow conditions, very low speeds, frequent stoppages for short or long periods because of downstream congestion.

Source: Highway Research Board, National Academy of Sciences – National Research Council, *Highway Capacity Manual*, 1965 (Washington, D.C.; Highway Research Board, Division of Engineering and Industrial Research, 1965), 80, 81, 131.

For intersections operating at an estimated future level of service that is less than or equal to LOS C, a project must meet the following criteria in order to be found consistent with this measure:

a. For intersections operating at an estimated future LOS C, no project shall result in a change of V/C ratio of greater than 0.10.
b. For intersections operating at an estimated future LOS D, no project shall contribute 15 or more PHT's.
c. For intersections operating at an estimate future LOS E, no project shall contribute 10 or more PHT's.
d. For intersection operating at an estimated future LOS F, no project shall contribute 5 or more PHT's.

2. Where a project's traffic contribution does not result in a measurable change in the V/C ratio at an intersection but does result in a finding of inconsistency with implementation measure 1 above, intersection improvements that are acceptable to the Director of Public Works shall be

GP

required in order to make a finding of consistency with these intersection standards. A measurable change in V/C ratio shall be defined as a change greater than or equal to 0.01.

3. Where a project's traffic co ntribution does result in a measurable change in V/C ration and also results in a finding of inconsistency with implementation policies 1 and 2 above, intersection improvements that are sufficient to fully offset the change in V/C ratio associated with the project shall be required in order to make a finding of consistency with these intersection standards.

Environmental Consequences

Policies relating to streets include consideration of all possible funding sources to meet transportation needs, development of a set of standards for street design, review of development proposals for effects on circulation, and development of a prioritized Capital Improvement Plan.

These policies are generally designed to develop plans for improved circulation, monitor traffic conditions in the city, and develop appropriate requirements for new development proposals. These types of policies would not involve any direct physical changes that would have environmental effects.

Implementation of specific policies that call for roadway improvements could result in physical environmental effects. Construction activity would have the potential to create noise, air pollution, traffic, and other temporary effects. Implementation of standard construction practices would be expected to mitigate impacts.

TRUCK ROUTES

The purpose of designating truck routes in a Circulation Element is to assure that truck traffic patterns are compatible with existing and proposed patterns of land use in the city and that the geometric cross section of the road and its structural section are constructed adequately to service heavy and large vehicles. While trucks may utilize any public street for delivery of goods or services within the city, in some cases it may be desirable to post truck routes, or to place other traffic use restrictions on certain streets to discourage truck traffic where it is found to be incompatible with existing or planned land use patterns or street improvements.

The City is faced with a number of problem areas with regard to truck transportation needs.–Existing and future patterns of truck traffic have been identified that conflict with land uses patterns and street improvements in the city. Truck trips generated from the east industrial park area conflict with residential uses on Via Real. The truck-dependent agricultural, commercial and industrial uses in the

unincorporated Carpinteria Valley generate truck trips that may be incompatible with existing uses and street improvements north of the freeway. Furthermore, the planned improvement of the Linden Avenue/Highway 101 interchange would create a northbound freeway exit at Linden that could encourage truck traffic to travel north on Linden from the freeway to Highway 192. The potential for noise, vibration, air pollution, odor, damage to residential streets, vehicular congestion and unsafe bicycle/pedestrian situations to negatively affect the community is substantial.

The truck route designations are intended to provide for safe and effective routes that avoid residential neighborhoods and other sensitive uses. Traffic control measures, such as truck routes, can help to reduce impacts from truck traffic. For example, traffic noise and congestion impacts to residential neighborhoods and other sensitive land uses adjacent to Major Arterial Roads can be effectively reduced through routing of trucks to avoid such streets. Further, truck routes and similar traffic control measures can dissuade large trucks from traversing neighborhood streets potentially damaging streets and creating public safety hazards.

Objective C-5: Provide a system of safe and functional truck routes. **GP**

Policy:

C-5a. The City may designate or prohibit City streets for use by any commercial vehicle or by any vehicles exceeding a maximum gross weight. Any street so restricted by ordinance may continue to be used by such vehicle for pickups and deliveries of goods, wares, merchandise and construction materials to any building or structure located on the restricted street. Should the City restrict by ordinance the use of any street within its jurisdiction by any commercial vehicle or by any vehicle exceeding a maximum gross weight, it shall identify an appropriate alternate route for such vehicle. **GP**

Implementation policies

4. Continue to enforce the existing truck route that directs trips on Via Real between the Bailard freeway interchange and Mark Avenue to Carpinteria Avenue, Highway 150 and Via Real (east of Mark) and amend the municipal code to extend the designation to Bega Way. **GP**
5. Monitor the operational and structural condition of city streets as well as the compatibility of truck traffic to existing and planned land use and, as appropriate, adopt a requisite ordinance(s) to designate or prohibit use of City streets by commercial vehicles or vehicles exceeding a determined weight. **GP**

GP

6. Encourage the County and State to implement operational improvements as necessary to serve traffic along the Highway 192 corridor.

Environmental Consequences

The development of truck routes would result in safer and more functional routes needed for truck-dependent agriculture, commercial, and industrial uses. Policy C-5a states that the city shall endeavor to restrict truck traffic to designated truck routes. This policy would benefit vehicular congestion, pedestrian and bicycle safety, and reduced exposure to hazardous loads. Reduced vehicular congestion would benefit air quality and circulation. Specified truck routes would also reduce noise impacts for sensitive receptors such as residences and schools. The policy would be expected to result in an overall beneficial environmental effect for the city.

Railroad

The major coastal railroad route passes through the Carpinteria Planning Area along its southern edge. Public railroad passenger service (Amtrak) began in 1997.

A number of issues evolve from the rail line, including:

- Availability of vehicular/pedestrian crossings that provide safe and adequate opportunities for the community's transportation needs, coastal and emergency access.
- Noise and vibration impacts (see Noise Element).
- Accidents and hazardous materials releases (see Safety Element).

Objective C-6: Provide adequate safe railroad crossings and to effectuate community design of buffers that will attenuate rail-related noise.

Policies

C-6a. Seek funding sources for grade-separated crossings of the rail line to resolve conflicts with urban linkages, where such structures are considered feasible. [10-year]

GP

C-6b. Encourage well-designed barriers, buffers and acoustically designed construction for noise attenuation in new developments.

C-6c. Encourage development of available railroad rights-of -way for alternative transportation, bicycle, recreation, trail, parking related, and other appropriate uses.

C-6d. Put programs for developing crossing improvements with the State Public Utilities Commission and railroad operators into effect.

C-6e. Encourage additional Amtrak stops.

Environmental Consequences

The Union Pacific Railroad passes through the southern portion of the city and creates potential safety and noise problems. The City has developed policies to address railroad crossings where urban land use conflicts exist, encourage noise attenuation measures, use the railroad right-of-way for multi-purpose trails, parking and other appropriate uses, and implement crossing improvements developed with the State Public Utilities Commission and Union Pacific Railroad Company.

Implementation of these policies would generally improve noise conditions, reduce railroad crossing hazards, and enhance the development of alternative transportation modes. Implementation of these policies may have temporary construction effects; however, standard construction practices would be expected to mitigate adverse environmental effects.

ALTERNATIVE MODES OF TRANSPORTATION

The City has adopted policies to encourage use of alternative transportation modes including Transportation Demand Management (TDM) programs, ridesharing, public transit, and bicycling consistent with the Santa Barbara County Congestion Management Program (CMP). The City's Steering Committee of the 2020 Visioning Process describes additional goals relating to alternative transportation modes in the On Track to the Future - A Community Vision publication (September 1997). These topics are discussed below.

Bicycling

The City of Carpinteria has a total of 4.1 existing bikeway miles including 3.6 miles of formal street bikeway facilities and 0.5 miles of off-street bikeway facilities. Figure C-3 illustrates Class I, Class II, and Class III bikeways in the Planning Area.

In 1994, SBCAG completed the Regional Bikeway Study that identified a system of regionally significant bikeways within the County that links major population centers and, within centers, major trip origin and destinations. There are 3.8 miles of bikeway segments existing in Carpinteria, which is a part of the regional bikeway system. An additional 6.5 miles of bikeways have been proposed to complete the regional bikeway system through the city.

Class I bikeways are trails or paths that have entirely separate rights of way from automobile roadways for the use of bicycles and pedestrians. The paths minimize crossflow with automobile roads and can be located in parks, recreational areas, or road rights-of-way if such width permits.

Class II bikeways or lanes are those found along roadways that are separated from vehicular travel lanes by a painted lane, a "bikes only" sign or a barrier. These lanes are primarily for bicycle use, although vehicular parking and crossflows by pedestrians and motorists are permitted.

Class III bikeways or "shared bicycle routes" are shared by pedestrians or motorists and are not physically separated from roadways. Only signs or roadway markings denote these routes.

Pedestrian Facilities

Walking to shopping and recreational sites promotes direct interface with the physical environment as well as ecologically benefiting the community. Safe well-maintained sidewalks, trails and other street improvements, as well as pedestrian-oriented design standards, encourage pedestrian transportation. Figure C-4 illustrates existing and proposed trails in the Planning Area.

The City redeveloped its waterway launch facility at the ocean end of Ash Avenue to provide a buoyed corridor for the safe launch of light sail and other small watercraft. This designated launch corridor, complete with parking facilities, will provide an area where light water craft may be carried across the beach and put to sea without conflict with bathers and beach users.

Public Bus System

Carpinteria is served by the Santa Barbara Metropolitan Transportation District (SBMTD), a public district serving the south coast of Santa Barbara County. One bus line, Route 20, passes through the city and is routed along Via Real, then south along Santa Ynez to and along Carpinteria Avenue to Camino Carreta. It circles around south of Mark Avenue and returns to Santa Barbara in the reverse direction. On its route, Bus Line 20 makes more than four dozen total stops inbound and outbound Monday through Saturday and about half as many on Sundays.

Bus Line 20 interconnects with the Seaside Shuttle line, local shuttle service currently providing service between residential neighborhoods north of Highway 101 and the Downtown and beach area. The shuttle is electrically powered and runs seven days a week.

Commercial carriers provide bus transportation to and from outlying areas. The bus depot for commercial carriers is centrally located downtown. The carrier, Greyhound Bus Lines, is an intercity operator that provides daily service trips to San Francisco, San Luis Obispo, and Los Angeles.

The Carpinteria Area Rapid Transit (CART) service provides door-to-door demand response service to the general public as well as frail, elderly and handicapped individuals. The City subsidizes a local private paratransit operator to provide door-to-door service for frail, elderly, and handicapped persons in the south coast area, in addition to its fixed route wheel chair accessible services. CART services has only been available on weekdays for four hours per day, two of which are used primarily to transport seniors to a nutrition center; it does not itself offer the community a viable transportation alternative for work trips.

Objective C-7: Build demand for alternative transportation use by increasing ease, effectiveness, and social acceptability, and through foresighted planning.

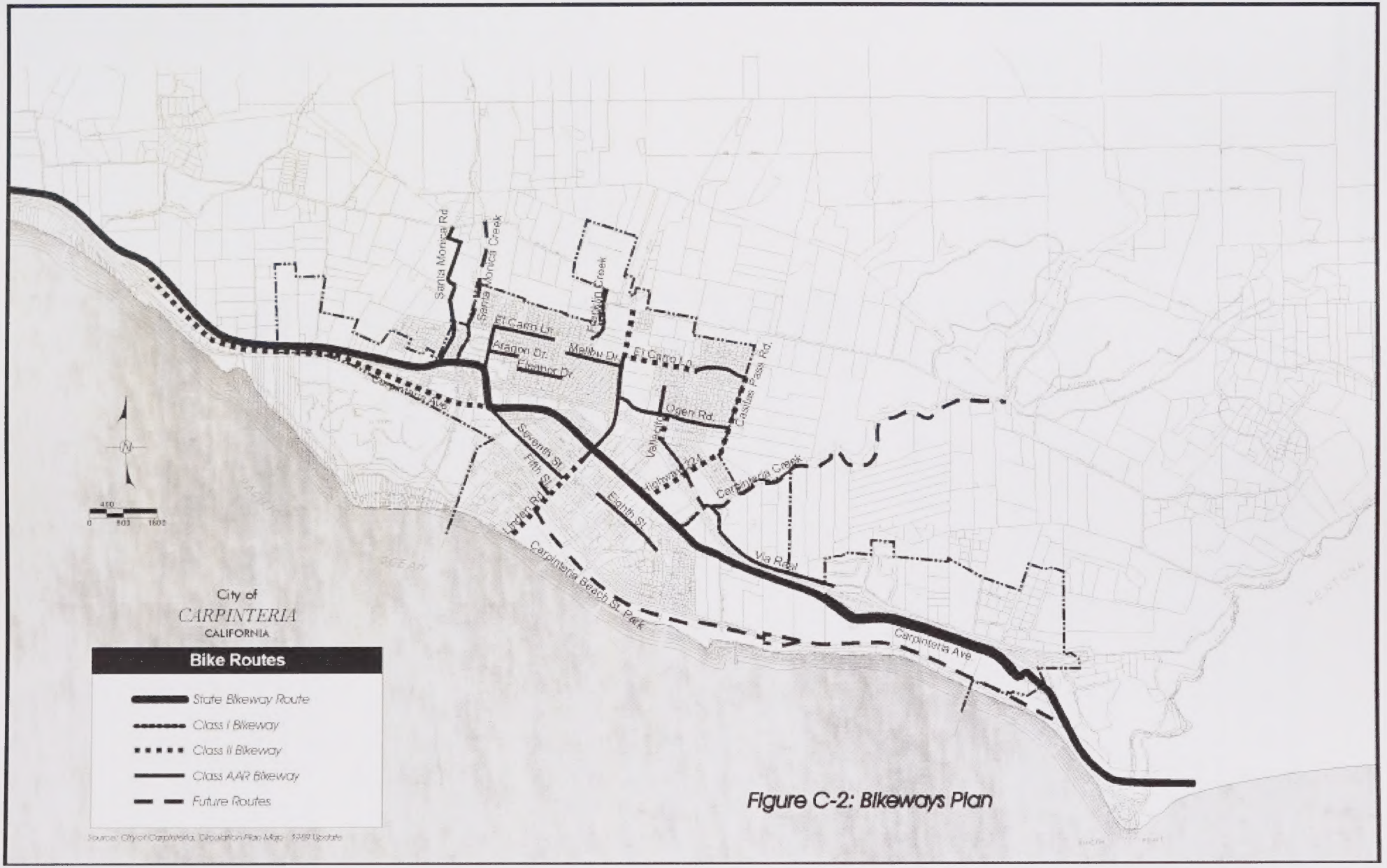


Figure C-2: Bikeways Plan

Policies

GP **C-7a.** Ensure that major businesses prepare and implement Transportation Systems Management Plans to achieve a reduction in the number of trips generated by their employees and operations by encouraging private sector program elements similar to the following:

- Preferential employee carpool/vanpool parking
- Work-at-home (telecommuting)
- Designation of Company Transportation Coordinator
- The construction of Transit Passenger Shelters (if located along an existing or designed transit route)
- Bus subsidies
- Transit operating subsidies
- Transit pass subsidies
- Buspool or shuttle bus programs
- Vanpool program
- Parking fees
- Showers, lockers and preferred bicycle parking
- Non-peak period shift schedules
- Flexible work hours offered to employees who rideshare
- Provision of luncheon/lounge seating area with vending machines and food preparation facilities
- Other programs and incentives which can feasibly and significantly reduce potential peak period trips.

C-7b. Develop safe and direct pedestrian accessibility between residential areas, schools, parks, and shopping areas in both new and existing urban areas.

C-7c. Provide safe mobility for the physically handicapped through the design of street improvements and public facilities.

GP **C-7d.** Practice signal timing that is designed for the safe movement of the aged and the handicapped at locations where such needs exist.

GP **C-7e.** Provide continuous sidewalks, where appropriate, for safe pedestrian circulation and consider creative alternatives for such issues.

GP **C-7f.** Earmark a larger portion of development impact fees for alternative transportation programs.

GP **C-7g.** Create a citywide campaign of prolonged duration promoting alternative transportation.

Objective C-8: Support and develop safe, direct and well-maintained bicycle and pedestrian systems and recreational boating facilities that serve all segments of the public

Policies:

C-8a. Integrate the development of bicycle routes and pedestrian pathways in additional areas of the city, and encourage the utilization of such routes for commuting as well as recreational purposes.

C-8b. Provide adequate right-of-way and improvements for bicycle lanes, when called for in future street dedications.

C-8c. Provide or require safe and adequate bicycle parking at transportation centers, public parks, recreation areas and other nonresidential locations.

C-8d. Encourage integration of the city's bicycle routes with state and countywide programs.

C-8e. Encourage educational programs on bicycle safety, and complement such programs through bicycle law enforcement. **GP**

C-8f. Encourage pedestrian movement by providing pedestrian facilities that are direct and convenient, particularly in the beach and downtown areas.

C-8g. Consider rerouting the Pacific Coast Bikeway to another location parallel to the coastline, such as adjacent to the railroad right of way throughout the city. [5-year]

C-8h. Encourage a bike trail link from Carpinteria to Summerland along the railroad right of way and a coastal link to Ventura paralleling U.S. 101.

C-8i. Inspect, provide, and maintain contiguous bike lanes for a one-half mile radius around each school site. **GP**

C-8j. Encourage the School Board to instruct the School District to include bicycle safety as part of the curriculum. **GP**

C-8k. Contact the Carpinteria Chapter of the AHA and ask them to include the benefits of bicycling as part of their workplace training program. [2-year] **GP**

C-8l. As a requirement of new development, significant attention must be paid to bicycle-friendly infrastructure and the maintenance of nearby old infrastructure.

C-8m. Add more bike lanes to arterial street cross-sections.

GP **C-8n.** Develop funding sources for new bicycle infrastructure including diversion of funds from sources currently applied to single occupant vehicle infrastructure.

GP **C-8o.** Correct bike lanes at intersections, allowing for straight through bike lanes adjacent to auto lanes, when a right-turn lane exists.

GP **C-8p.** Correct pressure sensitive signals to respond to weight of bicyclists.

GP **C-8q.** Encourage the placement of bicycle lockers at shopping centers and major traffic areas.

GP **C-8r.** Encourage large employers to place bicycle lockers in convenient locations on their premises.

Objective C-9: Promote the use of public transit systems that provide mobility to all city residents, and reduce automobile congestion within the capabilities of the community.

Policies:

C-9a. Continue cooperation with the Santa Barbara Metropolitan Transit District (SBMTD), Caltrans and other transportation agencies, in order to assure that all City residents have adequate access to public transit as an alternative to the automobile.

C-9b. Develop the circulation system in a manner that will maximize route efficiency for transit lines within the city.

C-9c. Coordinate with SBMTD, Caltrans and other transportation agencies in the development of route systems and transfer points.

GP **C-9d.** Promote efficient and attractive public transit which maintains acceptable personal safety, and minimizes the disruption of neighbors attributable to transportation facilities and operations.

C-9e. Encourage privately owned transit systems to interface with the public transit systems.

GP **C-9f.** Encourage SBMTD and others to develop a variety of public transit modes and schedules coordinated with those of adjacent cities, while meeting residential and seasonal transit

needs. Further, support development of a Ventura/Santa Barbara express bus commuter line with stops in Carpinteria.

C-9g. Continue cooperation with SBMTD to ensure frequent, predictable, safe and reliable neighborhood shuttle bus service.

C-9h. Encourage MTD to promote use of Parking Lot 3 as a park and ride lot, and encourage Caltrans to establish and promote its parcel southwest of the Bailard/Highway 101 interchange for a park and ride lot. **GP**

C-9i. Work with MTD to promote increased bus use and explore providing expanded inner city/neighborhood shuttle service within the city. [2-year]

C-9j. Encourage the growth of low impact and non-polluting industry, and promote improved congestion management techniques. This may take the form of local business ordinances and might be applied through the permitting process.

C-9k. Provide incentives to businesses that offer flexible shift/start times, compressed work week opportunities, and telecommuting options. **GP**

C-9l. Design and place improved signage for parking lots, sites of interest, business districts and recreational areas.

C-9m. Work with SBCAG's Traffic Solutions program to promote and educate citizens and employers about alternative transportation including bicycling, carpooling, vanpooling, buses, telecommuting, staggered start/stop times, compressed work weeks, and other alternatives as they are developed. **GP**

C-9n. Require new development plans to include significant attention to alternative modes of transportation.

C-9o. Require well-designed walkways as a condition to new development approval.

C-9p. Establish a regulatory framework for siting antennas and telecommunication equipment that protects visual resources. [2-year]

C-9q. Participate in countywide planning for telecommunications. **GP**

C-9r. Encourage local businesses to participate in electronic commerce. **GP**

Environmental Consequences

Alternative transportation policies encourage alternative transportation modes including Transportation Demand Management (TDM) programs; support and develop bicycle systems, pedestrian, and boating facilities; and promote the use of public transportation systems. The policies are specifically developed to reduce negative environmental effects of transportation that include air pollution, noise, traffic congestion and related effects to human health and safety. Policies would result in a beneficial effect for the environment.

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Open Space, Recreation & Conservation

INTRODUCTION

Carpinteria has several natural resources that have local, regional, and statewide significance. These resources include natural and developed open space resources and a variety of natural physical resources. Preservation and conservation of these resources is key to maintaining the natural qualities of the area that create the environmental setting and character of the community. Basic to this goal is providing: clean air, water and soil; adequate protection of plant and animal habitats; maintenance of visual resources; and preservation of special resources including beaches, recreation areas, trails, marshland, creekways and agricultural land.

State law requires that community open space and natural resources be identified and that goals, policies and implementation policies be provided to help the community preserve their resources. The community has identified resources in the city and the Carpinteria Planning Area that require careful management in order to preserve their natural beauty and environmental integrity. These resources fall into three categories which, include:

The Conservation Element is a required element of the General Plan, established to address *"...the conservation, development, and utilization of natural resources..."* (California Government Code, Section 65302(d).

Biological Resource Areas

Carpinteria Bluffs
Carpinteria "*El Estero*" Salt Marsh
Beaches, Tidelands, and Offshore Reefs
Harbor Seal Hauling Grounds
Creekways and Riparian Habitat
Native Plant Communities
Butterfly Habitat

Primary Resources

General Soil Resources and Farmland
Water Resources
South Central Coast Air Basin
Mineral Resources
Visual Resources

Other Resources

Parks and Recreation Areas
Trails and Coastal Access
Culturally Significant Locations

These resources are described in this element along with policies and measures to protect them.

Environmentally sensitive habitat areas are defined in the California Coastal Act as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and development."

ENVIRONMENTALLY SENSITIVE HABITAT AREAS

The Coastal Act requires that Environmentally Sensitive Habitat Areas (ESHA) be protected from significant disruption of habitat values (see side bar definition and Coastal Act policy references). Table OSC-1 identifies the sensitive habitat types that have been identified as existing in Carpinteria. The Land Use Element includes an ESHA overlay designation that, in conjunction with the policies and implementation policies of this Open Space, Recreation & Conservation Element, identify the location of resources and establish policies and regulations for their conservation. The ESHAs identified on the land use map, Figure LU-1, and the resource maps of various implementation plans including the Carpinteria Bluffs Coastal Access, Recreation and Open Space Master Program and the Management Plan for the Carpinteria Salt Marsh Reserve, provide protection for many important local resources and provide habitat for many species of plants and animals including critical habitat for seven threatened and endangered species (southern Steelhead, Tidewater Goby, western Snowy Plover, southwestern Willow Flycatcher, Belding's Savannah Sparrow, lightfooted Clapper Rail, and Saltmarsh Birdsbeak). The ESHAs of Carpinteria include a diversity and number of habitats and species not commonly found in urban areas and these areas warrant unique measures to ensure adequate protection.

The ESH overlay designations reflected on the land use plan and resource maps are representative of the general location of known habitat. All of the resource areas in the community may not be known and migration of species or discovery of new habitats would result in the need for designation of a new area. A designation on a particular parcel identifies the existence of sensitive habitat in an area, not the extent of the habitat area. The designations generally follow contiguous sections of habitat area such as Carpinteria Creek and Carpinteria Salt Marsh. There has not been an attempt to map isolated, discontiguous pockets of habitat but these areas are acknowledged and proposed for the same protections as larger contiguous sections of habitat area. Therefore, the designations of the land use plan are not definitive and are to be supplemented with subsequent program and project level resource study and mapping.

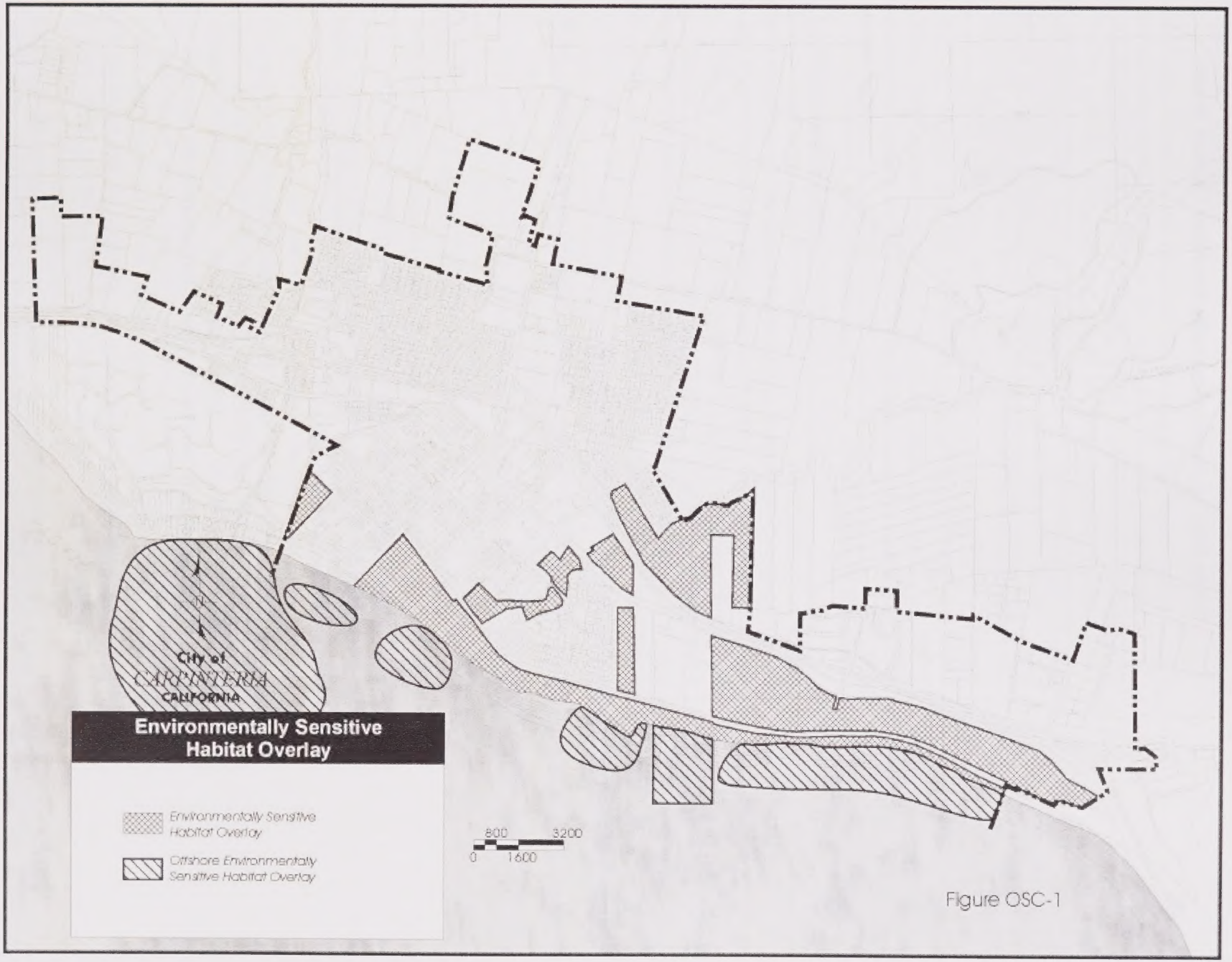
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Figure OSC-1

Table OSC-1: Environmentally Sensitive Habitat Areas

Habitat Type	Area
Wetlands	Carpinteria "El Estero" Salt Marsh, lower Carpinteria Creek
Butterfly Habitat	Salzgeber Meadow, Carpinteria Oil and Gas Plant, other locations throughout the city
Marine Mammal Rookeries and Hauling Grounds	Sandy pocket near Carpinteria Oil and Gas Plant pier on Carpinteria Bluffs
Rocky Points and Intertidal Areas	Carpinteria Bluffs
Subtidal Reef	Carpinteria coast
Kelp Beds	Carpinteria coast
Creeks and Riparian Habitat	Santa Monica Creek, Franklin Creek, Carpinteria Creek, Lagunitas Creek
Significant Native Plant Communities such as coastal sage scrub, riparian scrub, coastal bluff scrub, and native oak woodlands	Carpinteria Bluffs, Carpinteria Creek, other locations throughout the city to be determined on a case-by-case basis as projects are reviewed
Sensitive, rare, threatened or endangered species habitat	Carpinteria Bluffs, other locations throughout the City.

Objective OSC-1: Protect, preserve and enhance local natural resources and habitats.

Policies:

OSC-1a. Protect Environmentally Sensitive Habitat Area(s) (ESHA) from development and maintain them as natural open space or passive recreational areas.

OSC-1b. Prohibit activities, including development, that could damage or destroy ESHA.

OSC-1c. Establish and support preservation and restoration programs for ESHA, including but not limited to Carpinteria Creek, Carpinteria Bluffs, Carpinteria Salt Marsh, seal rookery, Carpinteria reef, Pismo clam beds and the intertidal zones along the shoreline.

OSC-1d. Property including ESHA should be designated with a zoning category that allows for the protection of, and access to, the resource area, such as Open Space/Recreation or Public Facility zoning. Any development on property including ESHA should be designed and conducted to protect the resources. Within environmentally sensitive habitat only uses dependent upon those

resources shall be allowed and the resources shall be protected against any disruption.

OSC-1e. Property including ESHA should be designated with a zoning category that allows for the protection of, and public access to, the resource area, such as Open Space/Recreational or Public Facility zoning. Any development on property including ESHA should be designed and conducted to protect the resources. Within environmentally sensitive habitat only uses dependent upon those resources shall be allowed and the resources shall be protected against any disruption.

OSC-1f. Protect and restore degraded wetlands, butterfly habitat, native plant communities, and sensitive, rare, threatened or endangered species habitat on City-owned land to the maximum extent feasible.

Implementation Policies

1. In addition to the policies and implementation policies herein, utilize the California Environmental Quality Act (CEQA) to identify and avoid or reduce potential impacts to air and water quality, environmentally sensitive habitats, riparian habitats, marine plants and animals, and other environmental resources.
2. Form an Open Space and Conservation Advisory Committee to provide, at the pleasure of the city Council, recommendations concerning preservation and management of local natural resources and habitats. [5-year]
3. Prepare and implement habitat preservation programs with emphasis on preserving identified Environmentally Sensitive Habitat Areas through habitat management and restoration (1-7 years). The programs shall include at a minimum:

    - Special requirements for development plans which include Environmentally Sensitive Habitat Areas,
    - Management practices for protection and restoration of ESH areas, and
    - Recognition of the right to maintain existing legal non-conforming development and the ongoing need to protect the public health and safety of those residing in such development.

    Prior to effectiveness, all programs shall be certified as an amendment to the City of Carpinteria Local Coastal Program (LCP).
4. The City shall maintain an Environmentally Sensitive Habitat Area (ESHA) Overlay district within its zoning ordinance with the purpose of protecting and preserving areas in which plant or animal life or their habitats are either rare or especially valuable

because of their special nature or role in the ecosystem and which could be easily disturbed or degraded by human activities and development. The intent of the zoning district shall be to ensure that all development on properties subject to the ESHA overlay is designed and carried out in a manner that will provide maximum protection to sensitive resources. The overlay area shall apply at a minimum to those parcels designated with the overlay designation on Figure OSC-1, any parcel identified as ESHA either on an official resource map adopted by the city or through the city's development review process, any parcel that meets the criteria for ESHA provided in this LUP, and any parcel located within 250 feet of a parcel so designated or determined to be ESHA.

5. Any area not designated on the ESH Overlay map (Figure OSC-1) or identified in Table OSC-1, that meets the definition of ESHA provided in Section 30107.5, shall be considered ESHA and shall be afforded the same protections as formally designated areas.

6. Any activity proposed within an ESHA, including maintenance of property improvements such as weeding and brush clearing, tree trimming, and removal of dead or dying plant material ("maintenance"), shall not result in the significant disruption of habitat values and shall require approval from the City Biologist or a determination by the City that the proposed activity is consistent with the habitat management plan adopted by the City, and certified as an amendment to the City's LCP, for the area. Further, the City shall annually provide notice to the owners of property that include ESHA concerning the limits on activities in ESHA, the prohibition of any disruption of habitat values and the procedure for requesting approval of activities potentially affecting an ESHA. Any activities proposed to be undertaken within the creek or below the top of bank must first be approved by the State Department of Fish and Game. For improvements existing prior to adoption of this plan, a maintenance program shall be submitted by the property owner(s) that describes the scope and nature of maintenance activities. The city shall review the program, make any appropriate changes to avoid further disruption of habitat values and shall approve the program. Unless maintenance work is proposed that is outside the scope of the approved program or a State Department of Fish and Game permit is required, no further review by the city shall be required; maintenance activities beyond those stated in the approved program are prohibited.

7. Determine appropriate methods for the preservation of sites that include ESHA. These methods may include land purchase, tax relief, purchase of development rights, or other methods. Where these methods are not feasible, the city should ensure through permit review that development does not result in any significant disruption of habitat identified on a site or on adjacent sites.

8. Regulate all development, including agricultural development, adjacent to ESHA, in or adjacent to ocean-fronting parks or recreation areas, or contiguous to coastal waters, to prevent adverse impacts on habitat resources. Regulatory measures shall include, but are not limited to: setbacks, buffer zones, grading controls, noise restrictions, lighting restrictions, requirements for wildlife permeable fencing, and maintenance and establishment of native vegetation.
9. Prior to issuance of a development permit, all projects shall be found to be in compliance with all applicable habitat protection policies of the General Plan/Local Coastal Plan and implementing policies and regulations of the Coastal Access and Recreation Program, Carpinteria Bluffs Access Recreation Master Open Space Program, and any other implementing plan for these policies that has been certified as an amendment to the City's LCP.
10. Provide public education and information services on the community's significant natural resources including the creeks, the Carpinteria Salt Marsh, coastal bluff areas, Monarch butterfly habitat, etc., to increase community awareness of sensitive environmental habitats and their value to Carpinteria.
11. Require City Biologist review and recommendation for all development projects that the Community Development Department has determined have the potential for impacts on ESHA or water quality.

Environmental Consequences

The objective and policies are written to provide protection to sensitive open space areas and habitats, to provide comprehensive planning for watersheds, support recreational development in a manner that will not adversely affect the environment, and conserve soils, air and water resources. Implementation policies in the element such as utilization of the California Environmental Quality Act, a watershed management plan, and a creek preservation ordinance would all have positive consequences for the environment.

Carpinteria Bluffs

The Carpinteria Bluffs area is approximately 157 acres, located in the southeast area of town, between the coastline and Highway 101 (see Figure OSC-1). The Bluffs consist of gently sloping, coastal bluff-top grasslands, along approximately 6,000 feet of shoreline. The shoreline has rocky intertidal pools, interspersed with sandy beach areas. The Carpinteria Bluffs are a prime example of undisturbed California coastline, and are among the last remaining coastal open space areas within Santa Barbara County. The Carpinteria Bluffs also

provide important public access to the coast for local residents and visitors. Portions of the Bluffs are developed and further development or redevelopment of portions of the Bluffs are anticipated over time making the establishment of policies to protect the environment and character of the place of utmost importance.

The Carpinteria Bluffs plant habitat includes native grasslands and scrub areas predominated by sage and coyote brush. There are numerous sensitive habitats and species that occur on the bluff area. Sensitive plant habitats include: the Central Coast riparian scrub, coastal sage scrub, and coastal bluff scrub. Some of the scrub lands on the eastern side of the bluffs have been degraded as a result of human activity. The Carpinteria Bluffs and adjacent shoreline also host many sensitive animal species, including the white-tailed kite, and the harbor seal. The white-tailed kite forages over the open spaces of the bluffs, while the harbor seal uses the western end of the bluff shoreline as a rookery and haul out area. The harbor seal site is one of only four well established rookeries and haul out areas of the southern California coast and is also unique for its public accessibility.

The *Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program* (prepared by LSA Associates) was adopted in 1995. This section includes policies in support of this implementing document. Other sections of the Open Space and Conservation Element, including the Harbor Seal Hauling Grounds and Trails, also include policies in support of that program.

The *Open Space Master Program* calls for the protection of coastal sage scrub located adjacent to the bluff edge both north and south of the railroad tracks. This area is the least degraded and will be set aside in the designated open space area. Most of the remaining sections are highly degraded or are too small to support a significant wildlife population.

Objective OSC-2: Preserve and restore the natural resources of the Carpinteria Bluffs.

Policies:

OSC-2a. Maintain the Carpinteria Bluffs Coastal Access, Recreation, and Master Open Space Program.

OSC-2b. Maintain the publicly purchased portion of Bluffs I in public open space in perpetuity.

OSC-2c. Preserve all coastal bluff scrub habitat designated as open space with an appropriate buffer.

OSC-2d. Designate all significant areas of coastal sage and bluff scrub habitat as open space.

OSC-2e. Designate the riparian habitat area as open space with an appropriate buffer.

OSC-2f. Protect significant historical and archaeological resources within the Bluffs Area.

OSC-2g. Offset the impacts of private development to existing opportunities for public access and recreation by requiring that such development include public access and recreational improvements.

OSC-2h. Preserve public enjoyment of Carpinteria Bluff view sheds by ensuring that they are not significantly degraded through development. All development applications shall be required to provide information adequate to identify existing and future public views and to demonstrate how the project proposes to avoid significant disruption of the view sheds identified. The location, size and density of development on the Bluffs shall be determined in part by the view sheds identified and what is necessary to protect them.

OSC-2i. Preserve all windrow trees as one part of a contiguous and naturally preserved open space system across the whole of the Carpinteria Bluffs. Thinning, pruning and removal of trees shall be limited to what is necessary to maintain the trees in a healthful condition and to remove any hazardous condition. When a tree is approved by the City for removal, it shall be required to be replaced at a ratio appropriate to ensure infill of any gap created in the windrow and with a native, locally occurring tree, type and size to be approved by the City. Replacement trees that fail to survive within the first five years after planting shall be replaced. Programs for phased removal and replacement of tamarisk windrows with native tree windrows are encouraged. Development or other activity proposed on parcels including windrows shall be set back a minimum of 10 feet from the drip line of the trees and shall not result in compacting of soil or other potential damage to the trees' root system or water source.

Environmental Consequences

The objective and policies for this area include preservation and restoration of coastal sage and bluff scrub, eucalyptus, and riparian vegetation. These policies would provide protection for the Bluffs area and environmental consequences would be positive.

Wetlands

Within the city, the Carpinteria Salt Marsh is the best studied and defined wetland. Other wetlands historically identified but not defined include lower Carpinteria Creek and Higgins Spring at Tar Pits Park. Wetlands are areas of land which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens. They are an important part of complex ecosystems. Wetlands were once thought to be useless land and many were filled and drained including portions of the Salt Marsh in Carpinteria. A better understanding of wetlands along with their continued decline, has led to local, state and federal regulations aimed at the protection of wetlands. The definition of wetland used by the City comes from the California Coastal Act (PRC § 30121) and defines broadly areas that may be determined to be wetlands and are therefore subject to regulation.

This section describes the Carpinteria Salt Marsh wetland and sets out policies and implementation policies for the protection of the unique needs of the Marsh as well as wetlands in general.

Carpinteria Salt Marsh

The Carpinteria Salt Marsh is an estuarine ecosystem within a developed section of the coastal zone. The marsh is a fertile coastal wetland that receives tidal flushing from the ocean and nutrient rich freshwater from the Santa Monica and Franklin Creeks. The mixture of these waters provides a delicate balance of nutrients that support several coastal wetland species. The estuary covers 230 acres and supports rich and highly important ecosystem function. The estuarine and adjacent palustrine wetlands have been reduced to one-half their extent since they were mapped during an 1869 Coastal Survey.

The majority of the ecosystem (120 acres) occurs within the University of California's Natural Reserve System. The Management Plan for Carpinteria Salt Marsh Reserve, University of California Santa Barbara, sets out a comprehensive plan for the management of the ecosystem. Adjacent to the Reserve to the east is the seven acre Carpinteria Salt Marsh Wetland Park; this portion of the Marsh is within city limits and is an interpretive park with public access and viewing areas. The balance of the Marsh exists on various privately held properties.

The marsh supports many species of plants and animals that occur in no other habitat. According to the Management Plan for the Carpinteria Salt Marsh, at least two endangered bird species, the light-footed Clapper Rail and Belding's Savannah Sparrow, inhabit the marsh along with Salt Marsh Bird's Beak (cordylanthus maritimus), an endangered plant species. At least 190 bird species, 37 fish species, 11 mammal species, 5 herpetofauna species, and over

100 invertrebrates species have been observed, collected, or reported from Carpinteria Salt Marsh. Historical records show 252 species of plants are known to occur at the Marsh and adjacent sand dunes. Of those plants, 104 species (45 percent) are native according to the Management Plan. Since the Salt Marsh serves as a feeding and nesting ground for birds, as well as being home to fish, crustaceans and mollusks, public access is restricted to reduce potential harm to the habitat.

Objective OSC-3: Preserve and restore wetlands such as the Carpinteria Salt Marsh.

Policies:

OSC-3a. Wetland delineations shall be based on the definitions contained in Section 13577 (b) of Title 14 of the California Code of Regulations.

OSC-3b. The upland limit of a wetland is defined as

a) the boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover;
b) the boundary between soil that is predominantly hydric and soil that is predominantly non-hydric;
c) in the case of wetlands without vegetation or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation, and land that is not.

If questions exist, the limit shall be determined by a habitat survey made by a qualified biologist in consultation with the California Department of Fish and Game.

OSC-3c. Development adjacent to the required buffer around wetlands should not result in adverse impacts including but not limited to sediment, runoff, chemical and fertilizer contamination, noise, light pollution and other disturbances.

OSC-3d. Provide additional interpretive and trail opportunities to appropriate areas of the salt marsh if possible without creating significant impacts from such improvements.

Implementation Policies

10. Maintain a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of all wetlands. No structures other than those required to support light recreational, scientific and educational uses shall be permitted within the setback, where such structures are consistent with all other wetland development policies and where all feasible measures have been taken to prevent adverse impacts. The minimum setback may be adjusted

upward to account for site-specific conditions affecting avoidance of adverse impacts.

11. Applications for new development within or adjacent to wetlands shall include evidence of consultation and preliminary approval from the California Department of Fish and Game, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and other State and Federal resource management agencies, as applicable.

Environmental Consequences

Policies and implementation policies for the Carpinteria Salt Marsh Reserve (SMR) include establishment of buffer zones to protect the marsh and limited use of the marsh area. Policy OSC-3b would require development adjacent to the buffer zone not to impact the SMR. Policies and implementation policies would provide protection for the SMR and environmental consequences would be positive.

Beaches, Tidelands, & Subtidal Reefs

Beaches, tidelands, and subtidal reefs have habitat and recreational value, and are used by both residents and tourists. Human activity in these areas increases stress on the habitats and can inhibit species reproduction and stability.

The City is unique in that a majority of its land area (4.7 square miles of the total 7.3 square mile area of the city) is in tidelands that extend from the shoreline a distance of two miles offshore. Carpinteria has approximately 2.5 miles of shoreline within the city limits. This includes over one mile of sandy beach under public ownership. The Carpinteria City Beach extends approximately 0.27 miles, from Ash Avenue to Linden Avenue. Carpinteria State Beach Park is located to the east of the city beach, and includes approximately 0.82 miles of coastline, from Linden Avenue to just east of Calle Ocho. Rocky tidelands/tidepools and steep bluffs characterize the remaining beachfront property in Carpinteria. These areas support a wide variety of intertidal sealife.

The Carpinteria Planning Area also includes tidelands and submerged lands, which extend two miles seaward from the mean high tide line between the city's east and west boundaries. The Carpinteria tidepools located off shore of Carpinteria State Beach has the most diverse intertidal habitat south of Point Arguello. Some species uncommon on the south central coast have been sighted in the Carpinteria Reef, including invertebrates, *Elysia* and *Tigripus.*

The Carpinteria Reef, located off of Sand Point is a rocky reef adjacent to the Carpinteria Salt Marsh Reserve (SMR). The habitat provided by this geological feature is situated to interact with the wetlands of the Salt Marsh. The reef provides over five acres of excellent snorkeling, as well as scuba diving, commercial and sport fishing and kayaking opportunities. Exposed in places only at low tides, the reef does have some intertidal characteristics but is largely submerged.

Objective OSC-4: Preserve the biological diversity of shoreline habitats.

Policies:

OSC-4a. Protect the marine resources of the Carpinteria tidepools and Reef and other rocky reefs and intertidal areas. If evidence of depletion of these resources is presented, work with the California Department of Fish and Game to assess the extent of damage and implement mitigating measures.

OSC-4b. Limit activities on public beaches that include or are adjacent to rocky points and intertidal areas to light recreational use (e.g. hiking, biking and jogging).

The guiding policies for the protection of land and marine habitats in the coastal zone set forth in the Coastal Act are:

30230. Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of groundwater supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

30236. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

30240. (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

OSC-4c. Support development of a coastal and marine environment protection plan in coordination with the California Department of Fish and Game, and other state, county, and local agencies.

Implementation policies

14. In order to prevent destruction of organisms which thrive in intertidal areas, prohibit vehicles on beaches except for emergency or lifeguard services. Such vehicular uses shall avoid sensitive habitat areas to the maximum extent feasible.

15. Support enforcement of California Department of Fish and Game Codes and federal marine mammal protection laws.

16. Permit passive or low-impact recreational uses on public beaches.

17. Piers, groins, breakwaters, drainages, seawalls, pipelines and other shoreline structures shall be permitted only when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger of erosion, when designed to eliminate or mitigate adverse impacts on local shoreline sand supply, when non-structured alternatives have failed, and when located to avoid significant rocky points and intertidal areas.

18. Prohibit encroachment of above-ground structures or development, except for public health and safety purposes (such as lifeguard facilities), and recreational facilities of a temporary nature (e.g., volleyball nets) on any dry sandy beach within the city's jurisdiction.

19. String-Line Standard. New development or redevelopment shall be located as far landward as feasible. No development, including but not limited to, new construction, additions, remodels, or accessory structures, shall encroach seaward beyond a plane created by extending a straight line between the nearest adjacent corners of the existing buildings on either side of the proposed development. Patios, balconies, porches and similar appurtenances, shall not encroach beyond a plane created by extending a straight line between the nearest adjacent corners of the existing balconies, porches or similar appurtenances, on either side of the proposed development. If no balcony, porch or similar appurtenance exists on the nearest structure, the plane shall be established from the nearest adjacent building corner. If establishing the plane from the nearest structure would be grossly inconsistent with the established line of seaward encroachment, the Planning Commission or City Council may act to establish an encroachment limit that is consistent with the dominant encroachment line while still limiting seaward encroachment as much as possible.

20. Provide adequate parking to maximize public access to coastal recreation areas, including Salt Marsh Nature Park, City Beach, Carpinteria State Park, Tar Pits Park, Harbor Seal Overlook, and the Carpinteria Bluffs. Consider using revenues from the Tidelands Trust Fund to finance such improvements. Parking facilities shall be distributed, as feasible, to prevent overcrowding and to protect sensitive environmental resources.

Environmental Consequences

Policies and implementation policies for this area include restrictions on the location of structures, and limiting activities that would harm the coastal resources. Protection of biologically important intertidal, submerged reef, and wetland areas would help preserve these areas. Policies and implementation policies would provide protection for the beaches, tidelands, and subtidal reefs, and environmental consequences would be positive. To provide long-term regional protection of coastal resources, Carpinteria should work with other jurisdictions along the coast. Activities along the coast in other areas such as Santa Barbara can affect the quality of the coastal environment in Carpinteria. Coordinated regional conservation would be advantageous to meet Carpinteria's conservation goals.

Harbor Seal Rookery & Haulouts

The Harbor Seal Hauling Ground is located in a sandy pocket of beach connected by a sandspit to a shelf-like intertidal outcrop east of the oil and gas plant pier below a portion of the Carpinteria Bluffs (see map, p. 103). In 1990, as many as 315 harbor seals were sighted at this location. The seals use this area as a rookery to bear their young. Entry into this area is restricted by the Carpinteria Municipal Code from December 1 through May 31, since human activity can disturb the harbor seal habitat. Harbor seals are under protection of the Marine Mammal Protection Act.

Objective OSC-5. Protect the Harbor Seal Hauling Ground from human disturbance.

Policies:

OSC-5a. Harbor Seal Hauling Grounds should not be altered or disturbed by recreational, industrial, or any other uses. Emergency maintenance or repair of existing pipelines in the vicinity of the adjacent Carpinteria oil & gas plant pier should be permitted as necessary, as long as disturbances to the harbor seal hauling grounds are minimized. Such repairs should be limited to the period of June 1 to November 30 if possible.

OSC-5b. Permit beach to bluff access at the east and west sides of the seal rookery area to allow beach walkers to bypass the protected area on the bluff top and discourage any violation of the beach closure segment.

Implementation policies

21. Support Seal Watch or similar volunteer habitat and seal monitoring work that aims to protect existing seal haulouts and rookery and provide public education.
22. Protect the Harbor Seal Hauling Ground by implementation of the following measures:
    a. Ensure that any proposed use or development adjacent the hauling grounds is of a type, intensity, design and location, that minimizes potential impacts to the harbor seals.
    b. Prohibit development and activity that could result in noise, vibration, or other disturbance that could result in the degradation of the seal hauling grounds or discourage its ongoing use.
    c. Providing public education program and informational signs on-site.
    d. Maintaining a 35-foot minimum buffer area on the beach around any animal or area where seals have congregated year round.

e. Extending the beach buffer to 750 feet on either side of the area during pupping season (December 1 through May 31) or such greater period as is established by Council Resolution.

f. Maintaining a minimum 30-foot setback from the edge of the bluff for trails and gathering areas to reduce the visibility of humans and human movement along the bluff edge, except for a designated viewing/blind area.

g. Planting natural vegetation along the bluff edge to form a screen or blind, further minimizing the visibility of human movement.

23. Plant a screen of native, stiff spined shrubs at the overlook to protect the Harbor Seal Hauling Ground from human disturbance.

24. Place interpretive signs at approaches to the seal haulout and rookery to educate visitors about seal population and to warn visitors of seal sensitivity to disturbance.

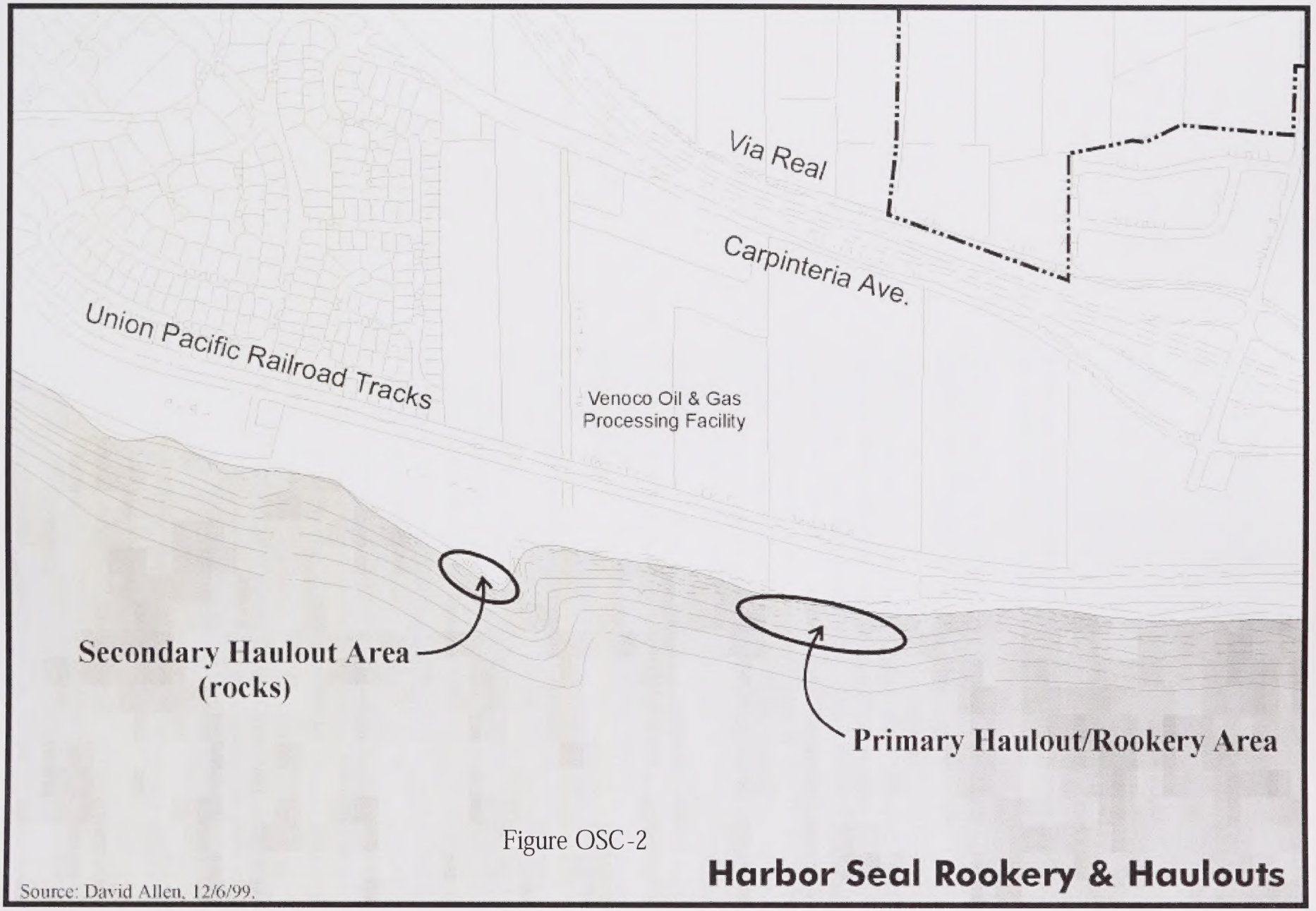


Figure OSC-2

Harbor Seal Rookery & Haulouts

Source: David Allen, 12/6/99.

Environmental Consequences

Policies and implementation policies for the Harbor Seal Hauling Grounds include restrictions on activities in the area including work at the Chevron pier. Buffer zones around the hauling grounds vary in distance depending on the time of year; pupping season requires a greater distance. These policies and implementation policies would provide protection for the harbor seal haulout grounds, and environmental consequences would be positive. Additional provisions may be appropriate for the molting/summer season.

Creekways & Riparian Habitats

The creeks within the Carpinteria Planning Area include Carpinteria Creek, Santa Monica Creek, Franklin Creek, Arroyo Paredon, Garapato Creek, Rincon Creek, Lagunitas Creek and Toro Canyon Creek. Some of these creeks have been channelized within the city limits, including Santa Monica and Franklin Creeks to reduce potential flood hazards. Portions of Carpinteria Creek are linked by retaining walls and bridge abutments to reduce potential flood hazards.

The city's system of creeks provides habitat for plants and animals, scenic beauty, educational opportunities, passive recreation such as walking or hiking trails along creek banks. As discussed in the Safety Element, creeks also provide for flood control.

Carpinteria Creek

Carpinteria Creek is distinct from other creeks within 100 miles north and south. It is one of only a few perennially flowing streams, even in drought years. Its lagoon, extending above Sixth Street, is a rare wetland that harbors an endangered fish, the tidewater goby. Its watershed is among the largest in the Santa Ynez Mountains drainage to the sea, and is a candidate for steelhead trout restoration. This watershed currently supports annual steelhead runs purported to be among the largest in southern Santa Barbara County. The creek's forested banks provide all three of the vegetation habitats -- tall canopy, midstory, and understory -- that serve a wide variety of wildlife, particularly birds. More than 200 bird species, including migratory birds on the Pacific Flyway, have been sighted here, more than at any other coastal spot between Pismo Beach and Huntington Beach. Scientists and birders from far away regularly come to Carpinteria to observe birds that can be found in this distinctive habitat. An endangered species, the southwest willow flycatcher, forages at Carpinteria Creek.

Objective OSC-6: Preserve the natural environmental qualities of creekways and protect riparian habitat.

Policies:

OSC-6a. Support the preservation of creeks and their corridors as open space, and maintain and restore riparian habitat to protect the community's water quality, wildlife diversity, aesthetic values, and recreation opportunities.

OSC-6b. Protect and restore degraded creeks on City-owned land where protection and restoration does not interfere with good flood control practices.

OSC-6c. When alterations to creeks are permitted by the Coastal Act and policies herein, the creek shall be protected by only allowing creek bank and creek bed alterations where no practical alternative solution is available, where the best mitigation measures feasible have been incorporated, and where any necessary State and federal permits have been issued. Creek alterations should utilize natural creek alteration methods where possible (e.g. earthen channels, bio-technical stabilization). Nothing in this policy shall be construed to require the City to approve creek alterations not otherwise allowed herein and by the Coastal Act.

OSC-6d. Carry out and maintain all permitted construction and grading within stream corridors in such a manner so as to minimize impacts on biological resources and water quality such as increased runoff, creek bank erosion, sedimentation, biochemical degradation, or thermal pollution.

OSC-6e. Natural drainage patterns and runoff rates and volumes shall be preserved to the greatest degree feasible by minimizing changes to natural topography, and minimizing the areas of impervious surfaces created by new development.

OSC-6f. All development shall be evaluated for potential adverse impacts to water quality and shall consider Site Design, Source Control and Treatment Control BMPs in order to minimize polluted runoff and water quality impacts resulting from the development. In order to maximize the reduction of water quality impacts, BMPs should be incorporated into the project design in the following progression: (1) Site Design BMPs, (2) Source Control BMPs, and (3) Treatment BMPs.

Implementation Policies

25. A setback of 50 feet from top of the upper bank of creeks or existing edge of riparian vegetation (dripline), whichever is further, shall be established and maintained for all development. This setback may be increased to account for site-specific conditions. The following factors shall be used to determine the extent of an increase in setback requirements:

    a. soil type and stability of the stream corridor
    b. how surface water filters into the ground
    c. types and amount of riparian vegetation and how such vegetation
       contributes to soil stability and habitat value
    d. slopes of the land on either side of the stream
    e. location of the 100 year floodplain boundary, and
    f. consistency with other applicable adopted plans, conditions, regulations and/or policies concerning protection of resources.

    Where existing buildings and improvements, conforming as to use but nonconforming as to the minimum creek setback established herein, are damaged or destroyed by fire, flood, earthquake or other natural disaster, such buildings and improvements may be reconstructed to the same or lesser size and in the same general footprint location, provided that reconstruction shall be inaugurated by the submittal of a complete construction application within 24 months of the time of damage and be diligently carried to completion.

26. Prior to issuance of a development permit, all projects shall conform with the applicable habitat protection policies including but not limited to the General Plan/Local Coastal Plan, Open Space Bluffs Master Program, Creek Preservation Ordinance, and the Zoning Ordinance.

27. Prepare and implement a Watershed Management Plan in coordination with the County and Carpinteria Valley Water District with an emphasis on: erosion control, natural waterway restoration and preservation, wildlife habitat restoration, including steelhead runs, and water quality. [5-year]

28. Prohibit all development within stream corridors except for the improvement of fish and wildlife habitat, development necessary for flood control purposes, (where no other method to protect existing structures in the floodplain is feasible and where protection is necessary for public safety), and bridges and trails (where no alternative route/location is feasible and, when supports are located within stream corridor setbacks, such locations minimize impacts on critical habitat). All development shall incorporate the best mitigation measures feasible to minimize impact to the greatest extent.

29. Limit all development within stream corridors, including dredging, filling and grading, to activities necessary for the construction specified in policy # 28 (see above) and to public hiking/biking and equestrian trails. When such activities require removal of riparian plant species, revegetation with local native riparian plants shall be required. Minor clearing of vegetation may be permitted for hiking/biking and equestrian trails.
30. Prohibit further concrete channelization or other major alterations of streams in the city with the exception of natural habitat enhancement projects, or when the City finds that such action is necessary to protect existing structures and that there are no less environmentally damaging alternatives. Where alteration is permitted, best feasible mitigation shall be a condition of the project.
31. Develop a water pollution avoidance education program, to include distribution of literature on how to minimize point and non-point water pollution sources, and development of a curb drain inlet stenciling program to deter dumping of pollutants. [5-year]
32. In order to protect watersheds in the City, all construction-related activities shall minimize water quality impacts, particularly due to sediments that are eroded from project sites and are conveyed to receiving waters, by implementing the following measures:
    a. Proposed erosion and sediment prevention and control BMPs, both structural and non-structural, such as:
        - Stabilize disturbed areas with vegetation, mulch, geotextiles, or similar method
        - Trap sediment on site using fiber rolls, silt fencing, sediment basin, or similar method
        - Ensure vehicles on site are parked on areas free from mud; monitor site entrance for mud tracked off-site
        - Prevent blowing dust from exposed soils.
    b. Proposed BMPs to provide adequate sanitary and waste disposal facilities and prevent contamination of runoff by construction chemicals and materials, such as:
        - Control the storage, application and disposal of pesticides, petroleum and other construction and chemical materials
        - Site washout areas more than fifty feet from a storm drain, open ditch or surface water and ensure that runoff flows from such activities do not enter receiving water bodies
        - Provide sanitary facilities for construction workers

- Provide adequate disposal facilities for solid waste produced during construction and recycle where possible.

33. In order to protect watersheds in the City, all development shall minimize water quality impacts, particularly due to storm water discharges from existing, new and redeveloped sites by implementing the following measures:
    a. Site design BMPs, including but not limited to reducing imperviousness, conserving natural areas, minimizing clearing and grading and maintaining predevelopment rainfall runoff characteristics, shall be considered at the outset of the project.
    b. Source control Best Management Practices (BMPs) shall be preferred over treatment control BMPs when considering ways to reduce polluted runoff from development sites. Local site and soil conditions and pollutants of concern shall be considered when selecting appropriate BMPs.
    c. Treatment control BMPs, such as bio-swales, vegetated retention/detention basins, constructed wetlands, stormwater filters, or other areas designated to control erosion and filter stormwater pollutants prior to reaching creeks and the ocean, shall be implemented where feasible.
    d. Structural BMPs (or suites of BMPs) shall be designed to treat, infiltrate or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour runoff event for volume-based BMPs, and/or the 85th percentile, 1-hour runoff event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs.
    e. Permits for new development shall be conditioned to require ongoing maintenance where maintenance is necessary for effective operation of required BMPs. Verification of maintenance shall include the permittee's signed statement accepting responsibility for all structural and treatment control BMP maintenance until such time as the property is transferred and another party takes responsibility. The City, property owners, or homeowners associations, as applicable, shall be required to maintain any drainage device to insure it functions as designed and intended. All structural BMPs shall be inspected, cleaned, and repaired when necessary prior to September 30th of each year. Owners of these devices will be responsible for insuring that they continue to function properly and additional inspections should occur after storms as needed throughout the rainy season. Repairs, modifications, or installation of additional BMPs, as needed, should be carried out prior to the next rainy season.

Artemisia californica
Coastal Sage Brush

Eriogonum fasciculatum
Buckwheat

Platanus racemosa
California Sycamore

Quercus dumosa
Scrub Oak

Salix lasiolepis
Arroyo Willow

Native Plant Communities

Natural ecological systems composed of native plant species serve many essential functions. They serve as wildlife habitats, providing nesting sites and feeding resources essential to many animals. When native plants are destroyed, introduced species can invade an area and preclude the return of native plants and animals. Many introduced species do not provide suitable habitat or feeding resources for animals. Due to their adaptive abilities, native plants tend to require less water than most introduced species, and contribute to the stabilization of soils on bluffs, hillsides, and watersheds. In addition, native plants are an integral component of the visual landscape that defines the local area. Native plant communities include: coastal sage; scrub oaks; chaparral; native oak woodland, riparian vegetation and rare plant species, as designated by the California Native Plant Society. Oak trees require special management, since they are easily harmed by surrounding land uses, and grow slowly.

Objective OSC-7: Conserve native plant communities.

Policies:

OSC-7a. Oak trees and oak woodlands, because they are particularly sensitive to environmental conditions, as well as walnut, sycamore, and other native trees, shall be protected through appropriate development standards.

OSC-7b. When sites are graded or developed, areas with significant amounts of native vegetation shall be preserved. Structures shall be sited and designed to minimize the impact of grading, paving construction of roads, runoff and erosion on native vegetation. Sensitive resources that exhibit any level of disturbance shall be maintained, and if feasible, restored. New development shall include measures to restore any disturbed or degraded habitat on the project site. Cut and fill slopes and all areas disturbed by construction activities shall be landscaped or revegetated at the completion of grading. Plantings shall be of native, drought-tolerant plant species consistent with the existing native vegetation on the site. Invasive plant species that tend to supplant native species shall be prohibited.

Implementation Policies

34. Develop an ordinance for the protection of native oak, walnut, sycamore, and other native trees with provisions for the design and siting of structures to minimize the impact of grading, paving, construction of roads, runoff and erosion on native trees. In particular, require that grading and paving not adversely affect root zone aeration and stability of native trees. [5-year]

35. Develop an inventory of native plant communities. [10-year]

36. The City shall conduct a city-wide survey to identify important trees on both private and public property. Importance of a tree may be determined by type, age, location or historical significance and shall further establish regulations as necessary for the protection of such importance trees. [5-year]

Environmental Consequences

Policies and implementation policies for native plant communities include protection of oak trees and requirements to preserve native plant communities from development. Measures include restrictions on development in the area of significant native plant communities and oak trees. Policies and implementation policies would provide protection for the native plant communities and environmental consequences would be positive.

Butterfly Habitat

Tagging studies indicate that the Monarch Butterfly (*Danaus plexippus*) migrates southward over long distances to escape cold winters. The Monarchs wintering grounds are areas within a coastal strip extending from Los Angeles to Monterey. These wintering grounds are roosting habitats consisting of a circular configuration of tall trees, usually eucalyptus, which are essential for a mating phase of the Monarch's life cycle. Such roosting ground exists within the Planning Area, in designated sites in Salzgeber Meadow, the Carpinteria oil and gas plant buffer zone and possibly other locations. During the fall and winter months, the trees are used by massive numbers of Monarchs as communal roosts. These winter clusters represent the most sensitive part of the Monarch's life cycle. Re-population of the species depends upon the mating phase that occurs in these specialized habitats. Little is known about the behavior patterns and migration routes of the Monarch Butterfly; therefore, the habitat is of important scientific, educational and general public interest.

Objective OSC-8: Protect and conserve Monarch butterfly tree habitat.

Policy:

OSC-8a. Protect trees supporting Monarch butterfly populations.

Prime farmland is land best suited for producing seed, feed, forage, fiber and oilseed crops and also available for these uses (the land could be cropland, pasture land, rangeland, forest land or other land but not urban built-up land or water.) It has the soil quality, growing season and moisture supply needed to produce sustained high yields of crops economically when treated and managed, including water management, according to modern farming methods.

Defined by the Farmland Mapping and Monitoring Program, State Department of Conservation, Office of Land Conservation

The following are Coastal Act policies that pertain to land or agricultural resources:

30241. The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.

(d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.

(e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

Implementation Policies

37. Monarch butterfly trees shall not be altered or removed, except where they pose a serious threat to public health and safety. The City shall determine where a serious threat to public health and safety exists and if necessary shall consult an arborist. Adjacent development shall be designed and set back far enough to protect the quality of the habitat. The minimum setback shall be 50 feet from the dripline of the butterfly trees. [5-year]

38. Preserve and restore habitat used by sensitive, rare, threatened, and endangered species.

39. Sensitive, rare, threatened, and endangered species' shall be defined as federal or state listed rare, endangered, threatened, or candidate plants or animals, including those listed as Species of Special Concern or Fully Protected Species, or plants or animals for which there is other compelling evidence of rarity, for example those designated 1b (rare or endangered) by the California Native Plant Society.

40. New development in or adjacent to habitat used by sensitive, rare, threatened, or endangered species shall be set back sufficiently far as to minimize impacts on the habitat area. For nesting and roosting trees used by sensitive, rare, threatened, or endangered raptors on the Carpinteria Bluffs or on parcels adjacent to Carpinteria Creek, this setback shall be a minimum of 300 feet. In addition, the maximum feasible area surrounding nesting and roosting sites shall be retained in grassland and to the extent feasible shall be sufficient to provide adequate forage for nesting success.

    Additions or alterations to existing development on parcels adjacent to Carpinteria Creek may be located within the applicable setback in accordance with the following requirements:

    (a) In accordance with established multi-week protocols, a pre-construction survey for nesting and roosting activity shall be performed by a qualified biologist for all improvements to existing development on parcels adjacent to Carpinteria Creek.
    (b) Only those improvements that, in the opinion of a qualified biologist, do not adversely affect the future use of the nesting or roosting trees shall be approved.
    (c) If nesting or roosting sensitive, rare, threatened, or endangered raptors are found within 300 feet of the proposed improvements, no construction activity shall occur within the nesting or roosting season, as applicable.

(d) Nesting or roosting trees are considered significant vegetation and shall only be altered or removed if it is determined by a qualified arborist that alterations or removal are necessary for the protection of public safety or the maintenance of the health of the affected tree, and there are no other feasible means of limiting the public hazard posed by the tree (e.g., fencing around the tree, supportive cabling of weak limbs). Removal of nesting or roosting trees shall be mitigated. In no case shall nesting or roosting trees be removed or altered during the nesting or winter roosting season.

Environmental Consequences

Protection of the butterfly roosting trees is the primary goal for the policies and implementation policies. Measures for protecting the butterfly trees include buffer zones and restrictions on any alteration of the trees. Policies and implementation policies would provide protection for the butterfly trees and environmental consequences would be positive.

PRIMARY RESOURCES

General Soil Resources & Farmland

The combination of climatic and soil conditions, as well as the sun-facing slopes found in the Carpinteria Planning Area, render much of the agricultural land "highly productive." Soil characteristics and their respective quality are categorized by several specific criteria, which are defined in Appendix A.

There are many properties within the Planning Area that are under agricultural production and that are highly productive. Agricultural areas provide two important open space functions: maintenance of agricultural soil for use as productive farmland and maintenance of the visual quality of the community.

An important issue for the Carpinteria Valley is the on-going development of greenhouses. Unlike open-field agriculture, greenhouses detract from visual quality by blocking views of open areas. In addition, they often cover prime agricultural soil, since many of them do not use soil beneath the greenhouse footprint. Impacts from greenhouses are discussed in more detail in the Land Use Element.

In 1997, the task force on Land Use and Growth Management identified several issues and priorities related to agricultural land uses that are important for Carpinteria's future. These helped shape the policies below.

(f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of prime agricultural lands.

30241.5. (a) If the viability of existing agricultural uses is an issue pursuant to subdivision (b) of Section 30241 as to any local coastal program or amendment to any certified local coastal program submitted for review and approval under this division, the determination of "viability" shall include, but not be limited to, consideration of an economic feasibility evaluation containing at least both of the following elements:
(1) An analysis of the gross revenue from the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.

(2) An analysis of the operational expenses, excluding the cost of land, associated with the production of the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.

For purposes of this subdivision, "area" means a geographic area of sufficient size to provide an accurate evaluation of the economic feasibility of agricultural uses for those lands included in the local coastal program or in the proposed amendment to a certified local coastal program.

(b) The economic feasibility evaluation required by subdivision (a) shall be submitted to the commission, by the local government, as part of its submittal of a local coastal program or an amendment to any local coastal program. If the local government determines that it does not have the staff with the necessary expertise to conduct the economic feasibility evaluation, the evaluation may be conducted under agreement with the local government by a consultant selected jointly by local government and the executive director of the commission.

Objective OSC-9. Encourage and promote open-field agriculture as an independent, viable industry to meet the needs of present and future populations and to preserve the Carpinteria Valley's rural, open space character.

Policies:

OSC-9a. Maintain a "greenbelt" of open-field agricultural land (without greenhouses) surrounding the city to clearly define the urban growth boundary. **GP**

OSC-9b. Support Williamson Act contracts and Farmland Security Zones to help protect open-field agricultural activities.

OSC-9c. Minimize soil erosion and polluted runoff during construction and operation of the land use.

OSC-9d. Encourage conservation of agricultural production areas.

OSC-9e. Avoid the conversion of agricultural land to nonagricultural land uses except where conversion meets the criteria established by Sections 30241, 30241.5, and 30242 of the Coastal Act..

OSC-9f. Encourage Santa Barbara County to maintain agricultural field uses of agricultural land within the Carpinteria Planning Area, and to require urban uses to locate within the city. **GP**

OSC-9g. In agricultural areas of the Planning Area, encourage centralized transfer areas, warehousing, and shipping facilities in appropriate locations to reduce traffic impacts and land use conflicts. **GP**

OSC-9h. Encourage Santa Barbara County to prohibit subdivisions of land that could promote conversion of land in agriculture to other use. **GP**

OSC-9i. Discourage further greenhouse development within the city's Planning Area in the County's jurisdiction, on prime or other productive farmland. **GP**

OSC-9j. The City shall encourage agricultural practices that protect water quality, including but not limited to, reducing erosion, minimizing nutrient loss, reducing pesticide use and contamination, and irrigation management.

OSC-9k. Confined animal facilities shall be sited and designed to manage, contain, and dispose of animal waste using BMPs to ensure that waste is not introduced to surface runoff or groundwater.

OSC-9l. All stables and other animal keeping operations shall be managed to prevent discharge of sediment, nutrients, contaminants, and feces to surface and ground water. In no case shall an animal keeping operation be managed or maintained so as to produce sedimentation or polluted runoff on any public road, adjoining property, or in any drainage channel.

Implementation Policies

GP

41. Work with Santa Barbara County to develop a formal agricultural property protection agreement, whereby the City and the County will agree to circulate development proposals within the Carpinteria Planning Area between the two agencies for comments and recommendations. [5-year]

GP

42. Work with Santa Barbara County to develop mutually consistent and beneficial policies for proposed land uses and development on agricultural land in the Planning Area, with the understanding that the preservation and restoration of open-field agricultural land uses in this area is a priority. [5-year]
43. Develop buffer zones to minimize land use conflicts between agricultural operations and urbanized land uses.
44. Adopt a Right-to-Farm Ordinance requiring disclosure of agricultural practices to homeowners contiguous to or near farm operations to discourage farm operations complaints. [10-year]
45. The management of agricultural land shall be consistent with Sections 30241, 30241.5, and 30242 of the Coastal Act and other appropriate coastal policies relative to the preservation of agricultural resources.

30242. All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

30243. The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities.

Environmental Consequences

Policies and implementation policies have been developed to prevent soil erosion and other disturbances. These measures for soil conservation are specific to preventing soil losses that may occur during development. The policies and implementation policies, to require coverage or erosion control treatment of all areas disturbed for urban uses, would prevent erosion problems. The policies and implementation policies for soil resources would result in a positive environmental effect for soil conservation.

Water Resources

Water resources in the Carpinteria Planning Area include the Carpinteria Groundwater Basin and its watershed area of eight creeks and their tributaries, as well as the Pacific Ocean. Water resources provide places for recreation, scenic areas, and provide for community water use needs. Creek corridors also support riparian habitats and serve as flood control channels for stormwater runoff. Conserving water resources and their environments is important to sustain riparian ecosystems, to support the community's existing population, and to support future growth and development.

The Carpinteria Valley Water District is the water purveyor for the entire Carpinteria Valley, including the city and Planning Area. It encompasses approximately 8,912 acres. It supplies about two thirds or 4,500 acre-feet of the 7,000 acre-feet used in the Carpinteria Valley. The remaining 2,500 acre-feet are pumped from the groundwater basin by private well owners primarily for irrigation purposes.

The CVWD obtains half of its water supplies from District groundwater wells, and about half from Lake Cachuma. As of 1998, CVWD has the option of ordering State water from northern California to supplement its Lake Cachuma water supplies. Water from Lake Cachuma is piped through facilities owned by the federal government, but operated and maintained by the Cachuma Operation and Maintenance Board. This Board is a joint powers agency comprised of five member agencies, including CVWD. Water supplies within the CVWD are delivered to its customers on demand for agricultural, commercial, municipal and industrial water uses.

The Carpinteria groundwater basin underlies the water district boundary, and is approximately 12 square miles, with a capacity of 170,000 acre-feet, and an estimated safe yield of approximately 5,000 acre-feet per year. The District adopted a Groundwater Management Plan in 1996. The District operates four wells with various capacities, and there are many other private wells operated within the Planning Area, primarily for agricultural purposes. Water runoff from the mountain range provides groundwater basin recharge.

Groundwater quality is generally good, and supply has been relatively stable. However, concentrations of iron and manganese that exceed State standards have been detected at a few locations, and the District has implemented measures to mitigate these problems.

Carpinteria is identified as being a small, coastal community. Protecting the waters off the coast and along Carpinteria's coastline will preserve water quality for recreational uses and marine habitats.

Objective OSC-10. Conserve all water resources, and protect the quality of water.

Policies:

OSC-10a. Minimize the erosion and contamination of beaches. Minimize the sedimentation, channelization and contamination of surface water bodies.

OSC-10b. Continue to support water conservation measures to provide an adequate supply of water to the community. Water conservation may measure as low-flow plumbing fixtures and drought tolerant landscape plans for new development.

OSC-10b. Degradation of the water quality of groundwater basins, nearby streams or wetlands, or any other waterbody shall not result from development. Pollutants such as sediments, litter, metals, nutrients, chemicals, fuels or other petroleum hydrocarbons, lubricants, raw sewage, organic matter and other harmful waste shall not be discharged into or alongside any waterbody during or after construction.

Implementation Policies

46. Work with the Carpinteria Valley Water District to implement the Carpinteria Groundwater Management Plan.
47. Work with the Carpinteria Valley Water District to implement CVWD's wellhead protection programs.
48. Provide water conservation public information and educational outreach program to encourage residential participation in water conservation measures in coordination with CVWD.
49. Monitor surface water runoff to identify waterborne pollutants entering the Pacific Ocean. In conjunction with County and CVWD, a Watershed Management Plan should be established to prevent such contamination from occurring.
50. Require that proposals for development include information necessary to determine that an adequate water source exists for the project and that water will be provided without jeopardizing the availability of water to other parts of the community, i.e., a

can or will-serve letter from CVWD. Should adequate water to serve all development contemplated in the Land Use Element not be available, the City shall ensure that priority uses identified under the Coastal Act are protected.

51. Encourage CVWD to develop a reclaimed water system and, if available and where such reclaimed water sources can be used pursuant to law, require that new development participate in the extension of the system as necessary to serve the development proposed.
52. Ensure that soil erosion and the off-site deposition of soils is not exacerbated through development.
53. Provide storm drain stenciling and signage for new stormdrain construction in order to discourage dumping into drains. Signs shall be provided at creek public access points to similarly discourage creek dumping.
54. The City shall adopt and implement a Storm Water Manangement Plan (SWMP) to minimize the water quality impacts of runoff from development in the City. The City's SWMP shall satisfy the requirements established by EPA's Final Phase II National Pollutant Discharge Elimination System (NPDES) regulations, which will be implemented by the Phase II general permit administered by the Central Coast Regional Water Quality Control Board. The City's SWMP shall, at a minimum, include Best Management Practices (BMPs) in the following categories:
    - Public Education and Outreach
    - Public Participation and Involvement
    - Illicit Discharge Detection and Elimination
    - Construction Site Runoff Control
    - Post-Construction Runoff Control
    - Pollution Prevention and Good Housekeeping in Municipal Operation.

Environmental Consequences

Policies and implementation policies have been developed by the CVWD for the groundwater basin to avoid problems with water quality and quantity. Measures taken by CVWD require the planning and conservation of water resources to ensure that water supplies are not contaminated or over-used. These measures will result in a positive effect on water resources for the Planning Area. The City may find it advantageous to include the policies and implementation policies in future watershed management plans.

South Central Coast Air Basin

The Carpinteria Planning Area is in a portion of the South Central Coast Air Basin, under the jurisdiction of the Santa Barbara County Air Pollution Control District (APCD) and has a fairly dry, Mediterranean climate. Precipitation generally occurs between November and April, providing approximately 14 inches of rain annually.

The Planning Area is subject to the development of air pockets, or inversion layers during the summer months of May through October. This inversion layer rests at approximately 1,500 feet, and causes a buildup of ozone in the air that exceed state and federal standards.

The predominant daytime winds are onshore. Occasionally, meteorological conditions create offshore or southeasterly winds. The predominant onshore wind condition helps maintain good air quality by moving air pollution generated in the region to the east.

Many of the mobile emission sources are a direct result of automobile emissions from community roadways and from Highway 101. In addition, continued oil and gas operations located offshore and at the Carpinteria Plant may reduce air quality.

The APCD regulates air quality through its permitting authority over most types of stationary emissions. As part of the APCD's responsibilities, the APCD is required by the State to prepare an Air Quality Attainment Plan (AQAP). The APCD prepared an AQAP in 1991, to bring Santa Barbara County into compliance with state ambient air quality standards for ozone. This plan addressed air pollution reduction through various measures including the reduction of urban sprawl and encouraging mixed use developments. The APCD developed an AQAP Clean Air Plan in 1994, to meet the Federal Clean Air Act requirements. This plan forecasts growth for the Carpinteria area, and provides policies for compliance with federal air quality laws.

Objective OSC-11: Carpinteria will conduct its planning and administrative activities so as to maintain the best possible air quality.

Policies:

OSC-11a. Carefully review development that will significantly impact air quality.

OSC-11b. Promote the reduction of mobile source emissions related to vehicular traffic (e.g. promote alternative transportation, vanshare, buses).

Only two sections of the Coastal Act directly address the issue of air quality. Under section 30253, new development shall:

(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.
(4) Minimize energy consumption and vehicle miles traveled.

A number of other sections of the Coastal Act reinforce these policies wither directly or indirectly. Section 30250. urges that new development be located near existing developed areas to prevent excessive sprawl. Section 30252. requires that new development be sited so as to assure the potential for public transit for high intensity uses, and that non-automobile circulation be encouraged within the development. Under Section 30241., protection of agricultural land by establishing stable urban/rural boundaries, limiting conversion of agricultural land and controlling public service and facility extensions further acts to limit

OSC-11c. Promote use of solar heating and energy efficient building design to reduce stationary source emissions.

OSC-11d. Encourage the improvement of air quality in the Carpinteria Valley by implementing measures in the South Coast Air Quality Attainment Plan. For air quality enhancement, measures will include but not be limited to, measures to reduce dependence on the automobile and encourage the use of alternative modes of transportation such as buses, bicycles and walking.

OSC-11e. Encourage agricultural uses in the Plan Area to use the most energy efficient equipment available and to seek grants available to upgrade existing equipment such as boilers and diesel fueled machinery to equipment that has lower emissions and greater energy efficiency. **GP**

Implementation Policies

55. Incorporate the relevant policies and strategies from the Santa Barbara County Air Quality Attainment Plan (AQAP).
56. Cooperate in regional air quality plans, programs and enforcement measures.

Environmental Consequences

The policies and implementation policies for air quality have been developed to reduce air emissions and increase efficiency. Polices and implementation policies to promote alternative "clean" energy, alternative modes of transportation, car pooling and other planning and strategies for improved air quality would benefit the environment.

Mineral Resources

Oil is the only mineral resource known in the Planning Area in significant quantities. At this time, oil mining and extraction activities are limited to offshore drilling and extraction platforms, onshore oil storage facilities, a crew boat base, product transportation terminal and a natural gas processing plant. On-shore oil and gas facilities in Carpinteria are largely defunct and are now incompatible with residential neighborhoods that are established.

Objective OSC-12: Maintain an understanding of the oil industry and its exploration objectives.

Policies:

OSC-12a. Remain informed of activities in the oil industry, both plans and regulations.

OSC-12b. Work with the oil and gas plant operator(s) to remove obsolete equipment, to upgrade all facilities to current safety standards, and to consolidate activities in order to eliminate redundancy.

Implementation Policies

57. Maintain liaison with the State Division of Mines, State Lands Commission (SLC), Minerals Management Source (MMS), Department of Oil and Gas and Geothermal Resources (DOG) and monitor state studies.
58. Maintain liaison with the private, county, state, and federal agencies that coordinate resources (oil) industries.

Environmental Consequences

The policies and implementation policies regarding oil resources in Carpinteria are intended to maintain an understanding of oil resources and plan for oil related operations. Policies and implementation policies promote cooperation with oil industry and government officials and incorporate oil resource concerns in to land use planning. These measures would not have negative environmental consequences.

California Coastal Act §30260.
Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

California Coastal Act §30262.
Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:
(a) The development is performed safely and consistent with the geologic conditions of the well site.
(b) New or expanded facilities related to such development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduc e the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.
(c) Environmentally safe and feasible subsea completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of such structures will result in substantially less environmental risks.
(d) Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the facility or related operations, determined in consultation with the United States Coast Guard and the Army Corps of Engineers.
(e) Such development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such subsidence.

(f) With respect to new facilities, all oilfield brines are reinjected into oil-producing zones unless the Division of Oil and Gas of the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injection into other subsurface zones will reduce environmental risks. Exceptions to reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control Board and where adequate provision is made for the elimination of petroleum odors and water quality problems.

Where appropriate, monitoring programs to record land surface and near-shore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations begin and shall continue until surface conditions have stabilized. Costs of monitoring and mitigation programs shall be borne by liquid and gas extraction operators.

California Coastal Act §30265.

The Legislature finds and declares all of the following:
(a) Offshore oil production will increase dramatically in the next 10 years from the current 80,000 barrels per day to over 400,000 barrels per day.
(b) Transportation studies have concluded that pipeline transport of oil is generally both economically feasible and environmentally preferable to other forms of crude oil transport.
(c) Oil companies have proposed to build a pipeline to transport offshore crude oil from central California to southern California refineries, and to transport offshore oil to out-of-state refiners.
(d) California refineries would need to be retrofitted if California offshore crude oil were to be used directly as a major feedstock. Refinery modifications may delay achievement of air quality goals in the southern California air basin and other regions of the state.
(e) The County of Santa Barbara has issued an Oil Transportation Plan which assesses the environmental and economic differences among various methods for transporting crude oil from offshore California to refineries.
(f) The Governor should help coordinate decisions concerning the transport and refining of offshore oil in a manner which considers state and local studies undertaken to date, which fully addresses the concerns of all affected regions, and which promotes the greatest benefits to the people of the state.

30265.5. (a) The Governor, or the Governor's designee, shall coordinate activities concerning the transport and refining of offshore oil. Coordination efforts shall consider public health risks, the ability to achieve short- and long-term air emission reduction goals, the potential for reducing California's vulnerability and dependence on oil imports, economic development and jobs, and other factors deemed important by the Governor, or the Governor's designee.
(b) The Governor, or the Governor's designee, shall work with state and local agencies, and the public, to facilitate the transport and refining of offshore oil in a manner which will promote the greatest public health and environmental and economic benefits to the people of the state.
(c) The Governor, or the Governor's designee, shall consult with any individual or organization having knowledge in this area, including, but not limited to, representatives from the following:
(1) State Energy Resources Conservation and Development Commission.
(2) State Air Resources Board.
(3) California Coastal Commission.
(4) Department of Fish and Game.
(5) State Lands Commission.
(6) Public Utilities Commission.
(7) Santa Barbara County.
(8) Santa Barbara County Air Pollution Control District.
(9) Southern California Association of Governments.
(10) South Coast Air Quality Management District.
(11) Oil industry.
(12) Public interest groups.
(13) United States Department of the Interior.
(14) United States Department of Energy.
(15) United States Environmental Protection Agency.
(16) National Oceanic and Atmospheric Administration.
(17) United States Coast Guard.
(d) This act is not intended, and shall not be construed, to decrease, duplicate, or supersede the jurisdiction, authority, or responsibilities of any local government, or any state agency or commission, to discharge its responsibilities concerning the transportation and refining of oil.

Visual Resources

Located on a coastal plain between the Santa Barbara Channel and Santa Ynez Mountains, Carpinteria is afforded unique visual qualities. Carpinteria is dominated by buildings and other man-made elements. The surrounding coastal and foothill areas are characterized by undisturbed natural features (e.g., marshes, bluffs, beaches and parks), as well as by agriculture. Views of these natural areas vary from short-range to long-range and are afforded from public areas, such as streets, highways and open space areas, as well as from private residences and businesses.

The most outstanding panoramic views of the Pacific Ocean and the Channel Islands are from the Carpinteria Bluffs. A footpath wanders along the bluff top from the western portion of the bluffs adjacent to the Carpinteria oil & gas plant to the city's eastern boundary, and continues into unincorporated lands, connecting to Rincon Park as well as County and Rincon State Beaches. From this trail, there are spectacular vista points located at the end of Bailard Avenue in Bluffs Area I, from the back of business park properties in Bluffs Area II, and from the high point on Bluffs Area III. In addition, looking across the freeway, the foothills and mountains form an impressive backdrop to the north.

Preservation of views throughout Carpinteria aids in establishing community identity and promoting aesthetic appeal by providing visual access to landforms, urban forms and environments that are familiar to local residents and unique to the city. Carpinteria's creeks, beaches, open spaces, foothills, agricultural lands, urbanized areas, landscapes and landforms are all potential subjects for scenic views. Scenic views of agriculturally productive land, particularly in the foothills, can be seen from a variety of locations.

Objective OSC-13: Preserve Carpinteria's visual resources.

Policies:

OSC-13a. Preserve broad, unobstructed views from the nearest public street to the ocean, including but not limited to Linden Avenue, Bailard Avenue, Carpinteria Avenue, and U.S. Highway 101. In addition, design and site new development on or adjacent to bluffs, beaches, streams, or the Salt Marsh to prevent adverse impacts on these visual resources. New development shall be subject to all of the following measures

a. Height and siting restrictions to avoid obstruction of existing views of visual resources from the nearest public areas.
b. In addition to the bluff setback required for safety, additional bluff setbacks may be required for oceanfront structures to minimize or avoid impacts on public views from the beach.

Blufftop structures shall be set back from the bluff edge sufficiently far to ensure that the structure does not infringe on views from the beach except in areas where existing structures already impact public views from the beach. In such cases, the new structure shall not be greater in height than adjacent structures and shall not encroach seaward beyond a plane created by extending a straight line ("stringline") between the nearest building corners of the existing buildings on either side of the proposed development. Patios, balconies, porches and similar appurtenances, shall not encroach beyond a plane created by extending a straight line between the nearest corners closest to the beach from the existing balconies, porches or similar appurtenances on either side of the proposed development. If the stringline is grossly inconsistent with the established line of seaward encroachment, the Planning Commission or City Council may act to establish an encroachment limit that is consistent with the dominant encroachment line while still limiting seaward encroachment as much as possible.

c. Special landscaping requirements to mitigate visual impacts.

OSC-13b. Require new development or redevelopment in the downtown section of Carpinteria to conform with the scale and character of the existing community and consistent with the city's theme of a small beach-oriented community.

OSC-13c. Other than permitted development, discourage activities which, could damage or destroy open space areas, including off-road vehicle use and unauthorized collecting of natural objects.

OSC-13d. Encourage the retention of those portions of creeks within the Planning Area that are unsuitable for active recreational use for use as open space that can provide passive recreational opportunities and protection of habitat.

GP

OSC-13e. Promote the safety of the community through the use of open space lands.

OSC-13f. Where appropriate, use open space lands as buffers for noise and visual nuisances and as transitions between incompatible uses.

OSC-13g. Require new development to protect scenic resources by utilizing natural landforms and native vegetation for screening structures, access roads, building foundations, and cut and fill slopes in project design which otherwise complies with visual resources protection policies.

OSC-13h. Plans for development shall minimize cut and fill operations. Plans that do not minimize cut and fill shall be denied.

OSC-13i. Design all new development to fit the site topography, soils, geology, hydrology, and other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Preserve all natural landforms, natural drainage systems, and native vegetation. Require all areas on the site not suited to development, as evidenced by competent soils, geology and hydrology investigation and reports remain as open space.

OSC-13j. Establish a "night-sky" ordinance that provides standards for the reduction of direct and ambient light in the night sky.

Implementation Policies

59. Amend the Zoning Ordinance to include view preservation design standards including the listing of specific locations where maximum building height and mass standards will be applied, and areas where minimum open space buffers will be required. [5-year]

Environmental Consequences

The City has developed policies and implementation policies to preserve and enhance the visual quality and views within and around the City. Several of the policies would require new development to be reviewed with respect to potential impacts to visual resources. Other policies would promote the protection of open space in Carpinteria. The implementation measure would amend the Zoning Ordinance to include view protection design specifications. Policies and their implementation would work to preserve the visual resources with an emphasis on open space preservation, therefore environmental consequences would be positive.

OTHER RESOURCES

Parks & Recreation

There are several types of recreation oriented open space, including areas that are located in and maintained by the City, private entities, and state or county agencies.

- Public parks: state, county and local,
- Natural areas publicly owned or privately owned with public access easements,
- Undeveloped vacant lots, privately owned,
- Privately owned recreational facilities,
- School playgrounds and ballfields,

- Trails: equestrian, bicycle, jogging and walking, and
- Coastal access and beaches.

Carpinteria has approximately 97.96 acres of city parks within the city boundary (see Table OSC-2). Carpinteria State Beach is also within the city boundary. The State Beach facilities are primarily used by out of town campers and local residents share the beachfront picnicking, restrooms and beach area. Lion's Park (which is privately owned) is within the Planning Area, located in the County and is also used by local residents.

The *Park and Open Space Standards and Guidelines* (1990) of the National Recreation and Park Association (NRPA) provides suggested facility design standards as guidelines that can be adapted to local needs. It suggests park standards and a ratio of park space to population. The NRPA recognizes that parkland standards and needs vary widely for different communities, and that the NRPA design standards are recommended only as suggestions. Actual facility size and standards should be based on current, survey data and parks and recreation needs assessment. The NRPA recommended design standards suggest approximately five-to-eight acres per 1,000 population for Community Parks.

Important factors affecting Carpinteria's park needs are the population, the demographics of the population, especially age, and amount of park space available locally and in the immediate region. Based on the city population of approximately 15,000 (state Department of Finance, January 1, 2000) and approximately 98 acres of parks and open space in the city inventory, there is a ratio of 6.5 acres of space per 1000 population. Although below the ideal offered by the NRPA, the region's wealth of other open spaces (e.g. beaches and mountains) available to the public offer a more accurate perspective of the adequacy of available parks and open space.

The City's parks and recreation system functions under the principle of providing both active and passive recreation. Active recreation areas are typically sited in neighborhood and community parks. Passive recreation areas provide protection for Environmentally Sensitive Habitat Areas and public educational opportunities about the unique coastal resources and often also provide for public access to coastal areas. The City's parks and recreational facilities are planned as a network interconnected by a trail system for pedestrians and bicycles.

Coastal resources are a significant open space resource in Carpinteria. Coastal access is a protected public right specified in the Coastal Act. The Coastal Act protects public access to coastal resources while protecting the environmental quality of coastal resources, especially sensitive habitats.

Other Open Space / Recreational Facilities

There are additional public or private park and recreation facilities available to residents within the Carpinteria Planning Area.

Carpinteria State Beach (84.0 acres). State beach and campground, located along the shoreline of Carpinteria. Includes 262 overnight campsites, picnic areas, beach area, tidepools, swimming, surfing, and Chumash Indian interpretive displays.

Lions Park (3.0 acres). Private facility, used by reservation only. Includes barbecues, tables, volleyball, playground, and horseshoe pit.

Los Padres National Forest. The National Forest surrounds the Planning Area to the north of the city and provides hiking trails and camping facilities.

Rincon Beach Park (9.4 acres). County facility located to the south of Carpinteria, includes shoreline, rocky beach, passive recreational park, restrooms, parking lot and picnic tables.

Santa Barbara Polo Field (approximately 48 acres). Privately owned club has riding ring, stables, three polo fields, polo clubhouse, eight tennis courts, tennis clubhouse, tennis swimming pool, 112 condominiums.

Santa Claus Lane Beach. County beach area, with unofficial coastal access to public beach use area. No facilities or parking lot.

Toro Canyon Park. County park, including ball fields, picnic facilities, barbecues, playground areas, and equestrian facilities.

Vacant Properties. There are several properties interspersed throughout Carpinteria that are zoned for other land uses but that are currently undeveloped, vacant parcels. In the interim, residents use these properties as open space areas to walk through, play in, or simply to enjoy open views of the surrounding area. Vacant parcels also serve as groundwater recharge areas, where water can seep through the soil back into the groundwater basin. An example of such an area is the vacant parcel set aside as a part of the Carpinteria oil & gas plant for an open space buffer. It is located between the former marketing terminal site and the Arbol Verde neighborhood in Bluffs "0", is bounded by a eucalyptus windrow on the east side and inhabited by a variety of trees, some that provide Monarch butterfly habitat.

Table OSC-2: Park & Recreation Facilities

Park-Recreation Facility	Acres	Facilities
1. Carpinteria City Beach	6.0	▪ Parking lot ▪ Restrooms ▪ Seasonal lifeguard ▪ Boating access
2. El Carro Park	8.3	▪ Playing fields: baseball, soccer, football, bleachers ▪ Parking lot ▪ Restrooms ▪ Playground equipment ▪ Barbeques
3. Memorial Park	1.91	▪ Passive recreation park with playground and picnic tables ▪ Barbeques
4. Heath Ranch Park	2.26	▪ Passive recreation park with playground and picnic tables ▪ Russell Heath Adobe landmark #2 ▪ Historic eucalyptus grove
5. Franklin Creek Park	1.10	▪ Passive recreation park ▪ South terminus of Franklin Creek hiking and biking trail ▪ Swings
6. Monte Vista Park	3.97	▪ Passive recreation park ▪ Playground equipment and picnic tables ▪ 20-station exercise/jogging "gamefield" course
7. Historic Marker Park	0.25	▪ Landscape area with State Historic Landscape Plaque
8. Tar Pits Park	8.79	▪ Beachfront bluff natural area with passive recreation area for hiking, biking and viewing the ocean
9. Salt Marsh Nature Park	7.0	▪ Natural Open Space ▪ Trail and Overlook ▪ Amphitheater
10. Linden Field	5.0	▪ Multi-purpose turf area; City-maintained/State-owned
11. Thunder Bowl Roller Hockey Rink	0.5	▪ Located at City Hall
12. Bluffs Nature Park	52.88	▪ Natural open space ▪ Planned coastal overlook ▪ Planned 6.25-acre multi-use turf area
Total Park Acres	**97.96**	

Schools. Schools provide additional open space and recreational opportunities for residents. Residents use public school playgrounds and ball fields during after school hours for recreational purposes. School playgrounds provide approximately 60 acres of additional open space area for community residents.

Schools within the Carpinteria Planning Area are administered by the Carpinteria Unified School District, and include the following schools (see Figure OSC-2):

A. Aliso Elementary School
B. Canalino Elementary (and Canalino Early Childhood Learning Center and Special Education)
C. Carpinteria Middle School
D. Carpinteria High School
E. Rincon High School
F. Main Elementary School
G. Summerland Elementary School

During the General Plan visioning process issues were identified to help prioritize park and recreation needs in the community.

Objective OSC-14. Provide for adequate park and recreation facilities to meet the needs of the community and visitors.

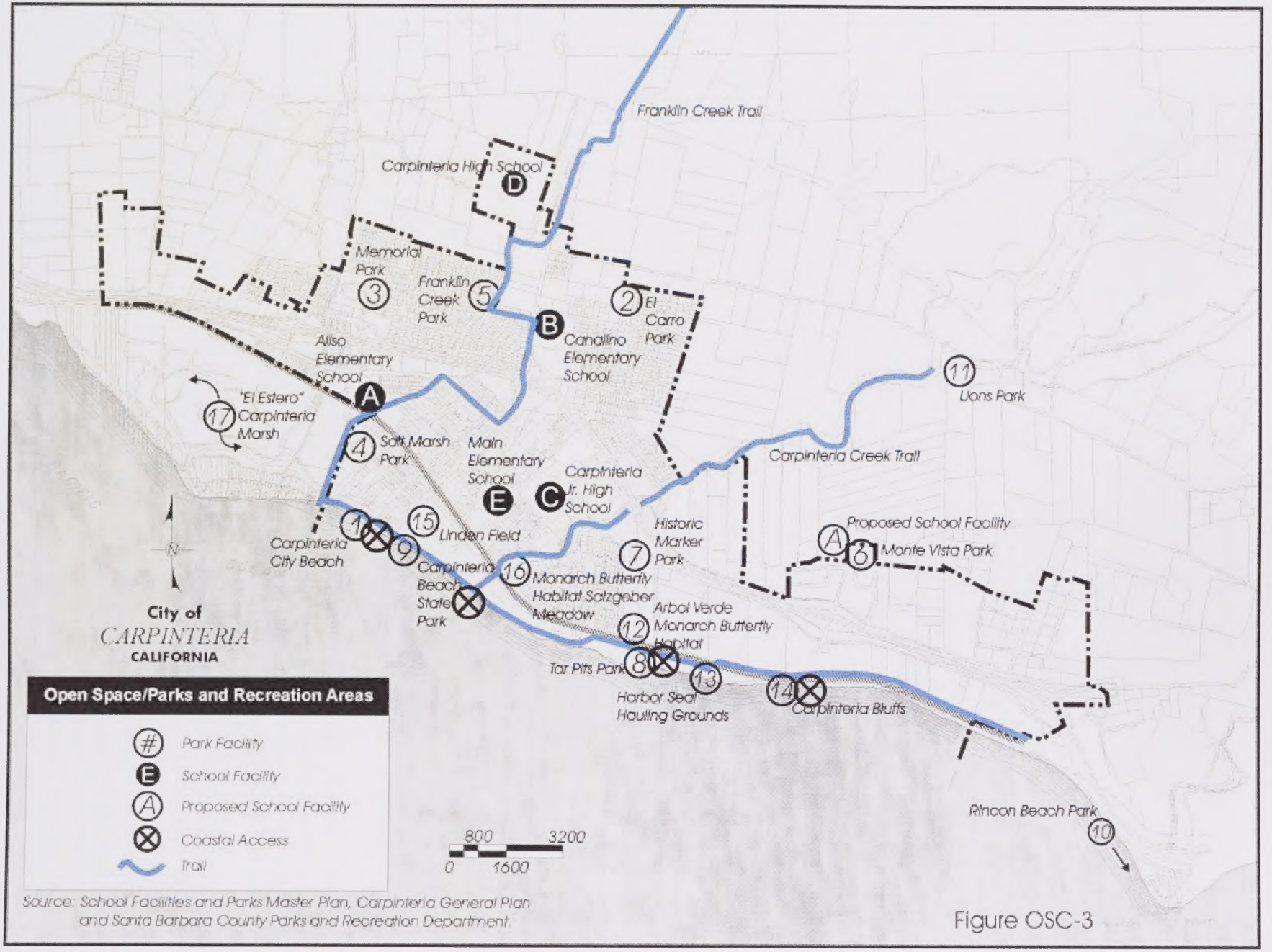
Policies:

OSC-14a. Increase coastal and recreational access for all segments of the population, including the disabled and elderly, while protecting natural resources, particularly environmentally sensitive habitat areas.

OSC-14b. Provide for passive recreation uses of natural open space areas, such as along creeks and the Bluffs 1 areas, where such uses would not damage the resources being protected.

OSC-14c. Increase opportunities for ocean recreation programs including: kayaking, sailing, snorkeling, and scuba diving through the city Parks and Recreation Department, and by encouraging private development of these activities.

OSC-14d. In a zone extending approximately 250 feet inland from the mean high tide line, priority shall be given to coastal dependent and related recreational activities and support facilities. However, camping facilities should be set back from the beach and bluffs and near-shore areas reserved for day use activities. Recreational activities that are not coastal dependent may be located within this 250-foot zone if the less desirable coastal dependent support facilities



Source: School Facilities and Parks Master Plan, Carpinteria General Plan and Santa Barbara County Parks and Recreation Department.

Figure OSC-3

(parking, restrooms, etc.) are located inland. In no case shall facilities, except for required structures (i.e. lifeguard towers, volleyball nets, etc.) be located directly on the sandy beach.

OSC-14e. Recreational uses on ocean front land, both public and private, that do not require extensive alteration of the natural environment shall have priority over uses requiring substantial alteration.

OSC-14f. No unrelated development shall be permitted in publicly owned recreational areas except pipelines to serve coastal dependent industrial uses when no alternative route is feasible.

OSC-14g. In implementing all proposals made in the General Plan/Land Use Plan for expanding opportunities for coastal access and recreation, utilize purchase in fee (simple) only after all other less costly alternatives have been studied and rejected as infeasible. Other alternatives may include: purchase of easements, recreation preserve contracts, and mandatory dedication in connection with development.

OSC-14h. Support habitat preservation by establishing habitat preserves and open space for passive and active recreation by developing programs including, but not limited to: transfer of development rights; conservation easements; land acquisition grants; partnership agreements between private developers, the City, school districts, State Park, and the National Forest; overlay performance zoning; development impact fees for recreational resources and services; and use fees and fines.

OSC-14i. For new developments between Sandyland Road and City Beach, the City shall determine the extent to which the land proposed for development has historically been used by the public for informal parking and beach access and shall require adequate provision for continuation of such use.

OSC-14j. For all developments between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory. In coastal areas, where the bluffs exceed five feet in height, all dry sandy beach seaward of the base of the bluff shall be dedicated to the City. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the City. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide.

OSC-14k. In those areas where it is established that the public acquired a right of access through use, custom or legislative authorization, new development shall not interfere with or diminish such access. This policy shall be interpreted to allow flexibility in

accommodating both new development and continuation of historic public parking and access.

OSC-14l. The City shall accept all offers to dedicate public access ways, including those already recorded, and shall open them to the public as soon as possible. If after five years the OTD has not been opened, the City shall make the OTD available to another governmental agency or non-profit organization who is willing to open it.

Implementation Policies

60. Adopt a management plan for parks and open space that integrates planning for trails, coastal access and recreation, and protection of significant biological resources.
61. Support development of new or expanded park and recreation facilities as demand/need dictates. When latent demand for parks and recreation facilities is identified, adequate parkland and facilities shall be identified and pursued.
62. Continue to update and collect parkland in-lieu, Quimby, and development impact fees to assist the City in acquisition of new parkland to maintain the desired level of service. The minimum level of service shall be 3 acres per 1000 population. Park impact fees shall apply to both commercial/industrial and residential development.
63. The Carpinteria Bluffs Coastal Access, Recreation and Open Space Master Program requires projects on the bluffs to dedicate and construct the onsite portion of the bluff top trail. When a bluff property is developed, a funding program for maintenance of recreational areas should be developed by either forming a new assessment district or revising the existing City Parks Maintenance Fund to include contributions from commercial and industrial development.
64. Develop facilities to improve access to hard sand for handicapped individuals, such as a five foot boardwalk at Linden Avenue to the hard sand to increase public access to the beach.
65. Develop a 10-foot wide access on Ash Avenue for recreational equipment access to the beach.
66. Develop access from Linden Avenue to the State Park restrooms.
67. Support development of a community garden at an appropriate location. **GP**
68. Study the feasibility of developing a golf course facility within the Carpinteria Planning Area. [15-year] **GP**

Environmental Consequences

The City's policies concerning parks and recreation are intended to improve the recreational opportunities in the city. Recreational improvements generally require open space and are not intensively developed. For these reasons, environmental consequences are generally beneficial. The implementation policies for these policies specify what would be done to develop recreational opportunities for the city.

The majority of the implementation policies would have beneficial environmental effects such as collecting Quimby fees from new development. Implementation policies which discuss the development of a trail from Linden Avenue through the State Park Dunes and outdoor lighting facilities at the High School could have potentially adverse environmental impacts.

There are two primary environmental concerns regarding the implementation measure 58. First during trail construction, wildlife, vegetation and the sand dunes may be adversely affected. Environmental consequences would vary depending on how intensively the trail is developed and its size. For example, use of heavy equipment for construction may result in greater impacts than a crew with hand tools. Similarly, if the trail is wide, fenced, or surfaced, greater impacts may result than if the trail is developed as a dirt or sand path with appropriate erosion control measures.

Once a trail is developed, the other environmental concerns are related to the ecology of the area. With the introduction of people, wildlife patterns and behavior may be adversely impacted. Depending on the location of the trail and the species of plants and animals in the area, fragmentation of habitat could result, thus potentially degrading the overall health of the ecosystem.

Trails & Coastal Access

The City currently has two pedestrian hiking trails located adjacent to Class I bikeway paths along Carpinteria and Franklin Creeks. There are additional informal trails used by residents that extend into Carpinteria Valley and the foothills. These trails do not extend all the way to the coastline. Routes to the coastline from Carpinteria Avenue-south are provided primarily via public streets. Public access to the coast is accommodated by the City and State Beaches, the Carpinteria Salt Marsh Reserve, Tar Pits Park and the Carpinteria Bluffs.

Objective OSC-15: Maintain the existing trail system and provide additional recreation and access opportunities by expanding the trail system.

Policies:

OSC-15a. The City's trail system shall be maintained and expanded upon based upon Figure C-3, the Trails Map, and, if approved by the Coastal Commission in an amendment to its Local Coastal Plan, the Trails Master Plan or similar implementing document.

OSC-15b. Support enhancement of access trails along creekways designated as open space up to the foothills of the Santa Ynez mountain range. This should include exploring trail development for public use along the Edison easement behind Carpinteria High School, ending on the first ridge above the city. This should be linked to the old Franklin trail, leading to the ridge up to East Camino Cielo. Trail restoration and enhancement of easement areas should be pursued to restore the natural beauty along these trails by negotiating with property owners, the school district, and the National Forest, to redesign trails and adopt protective fencing methods. **GP**

OSC-15c. Pursue development of a trail and/or boardwalk system along the coastline.

OSC-15d. Creek trails shall be designed and located to prevent any significant direct or indirect adverse impacts on the riparian habitats of the creeks or the Carpinteria Salt Marsh.

Implementation Policies

69. Prepare and adopt a Trails Master Plan that includes a ranking system to identify appropriate locations for new trails and for enhancing the existing trail system. The Plan should include identifying funding, budgeting, and capital improvement resources for trail land acquisition, development and maintenance. The Plan should also identify entities and programs where the City could participate in joint partnerships with other entities such as the school district, the National Forest, County, and private property owners. [5-year]
70. Continue the development of a coastline trail to extend from Carpinteria City Beach to Rincon Beach Park with vertical access points placed as frequently as possible to encourage public access.
71. Conduct a feasibility study on a trail running north/south from Eighth Street to the beach along Carpinteria Creek. The study should include analysis of alternative routes, protection of ESH areas, and the need for a crossing of the railroad track.

72. Prepare a program (including funding, landscaping, maintenance, dedication of easements, etc.) for the development of Carpinteria, Santa Monica and Franklin Creek trails. [10-year]
73. As a part of the development of the trail system, minimize the number of formal rail crossings for pedestrians and improve their safety through crossing controls or other improvements such as fencing and landscaping. Seek joint funding for such improvements from state and federal agencies and the railroad.

Environmental Consequences

The City's objective for trails is to maintain and expand the existing trail system. Trails are typically of low environmental impact if used for passive recreation and constructed with erosion control measures. The City's policies outline areas where trail development should take place and what characteristics should be included into plans. Policy OSC-15b and implementation policies 58 and 59 are specific about the development of a trail along the coastline. This trail would have the potential to disrupt the ecology of sensitive areas in the vicinity of the trail. As described above in Parks and Recreation, construction effects of a trail and the introduction of people in an ecosystem have the potential to degrade the characteristics of that ecosystem. Disruptions to the behavior and processes of flora and fauna and problems such as erosion can have negative environmental consequences. One implementation measure for trails calls for the preparation of a Master Plan for Trails. This Master Plan should include an environmental review to identify potentially negative environmental effects.

Sand dunes could be adversely affected if the trail impedes the morphology of the sand dune system by limiting sand replenishment, altering wind patterns within the dune area, or displacing sand dunes. Fencing and boardwalks with permanent foundations could result in these types of effects.

Use of boardwalks linked by rope or wire that can be easily moved would mitigate these types of effects. It should be noted that while there is a potential for these types of effects, objectives, policies, and implementation policies of the Open Space and Conservation Element, specifically for Beaches, Tidelands, and Subtidal Reefs and other subsequent environmental review would prevent or mitigate these types of effects.

Establishment of outdoor lighting at the High School could have potentially adverse environmental effects. Nighttime lighting could affect the adjacent neighborhood or residences with views of the fields. Light and glare from outdoor lighting can be minimized by the use of hoods on the lamps to reduce spill of light into the sky and louvers within the light fixture to direct light onto the field.

Availability of nighttime hours at the High School for events could increase noise and potentially affect residences in the vicinity of the school. Noise could be expected from traffic and loud voices or possibly loud speakers. Noise would likely be intermittent in nature and would not extend late into the evening. The potential impacts of lighting for the High School should be considered by the City and possibly included as part of the noise ordinance.

Other implementation policies that could indirectly result in adverse environmental effects include studying the feasibility of developing a golf course in the Planning Area. Golf courses use water, pesticides, herbicides, and fertilizers to maintain the quality of the course. Water use should be analyzed for its impact to water resources and supplies of the city. Use of chemicals for maintenance of the greens can have adverse environmental impacts to water quality and other flora and fauna that are exposed to these types of chemicals. If a plan is developed for a golf course, it should be consistent with other objectives in the Open Space and Conservation Element and any other plans, such as a watershed plan. It should be noted that the implementation measure only calls for a feasibility study. This environmental review is intended to identify potential effects that may be considered during the feasibility study or other subsequent environmental review.

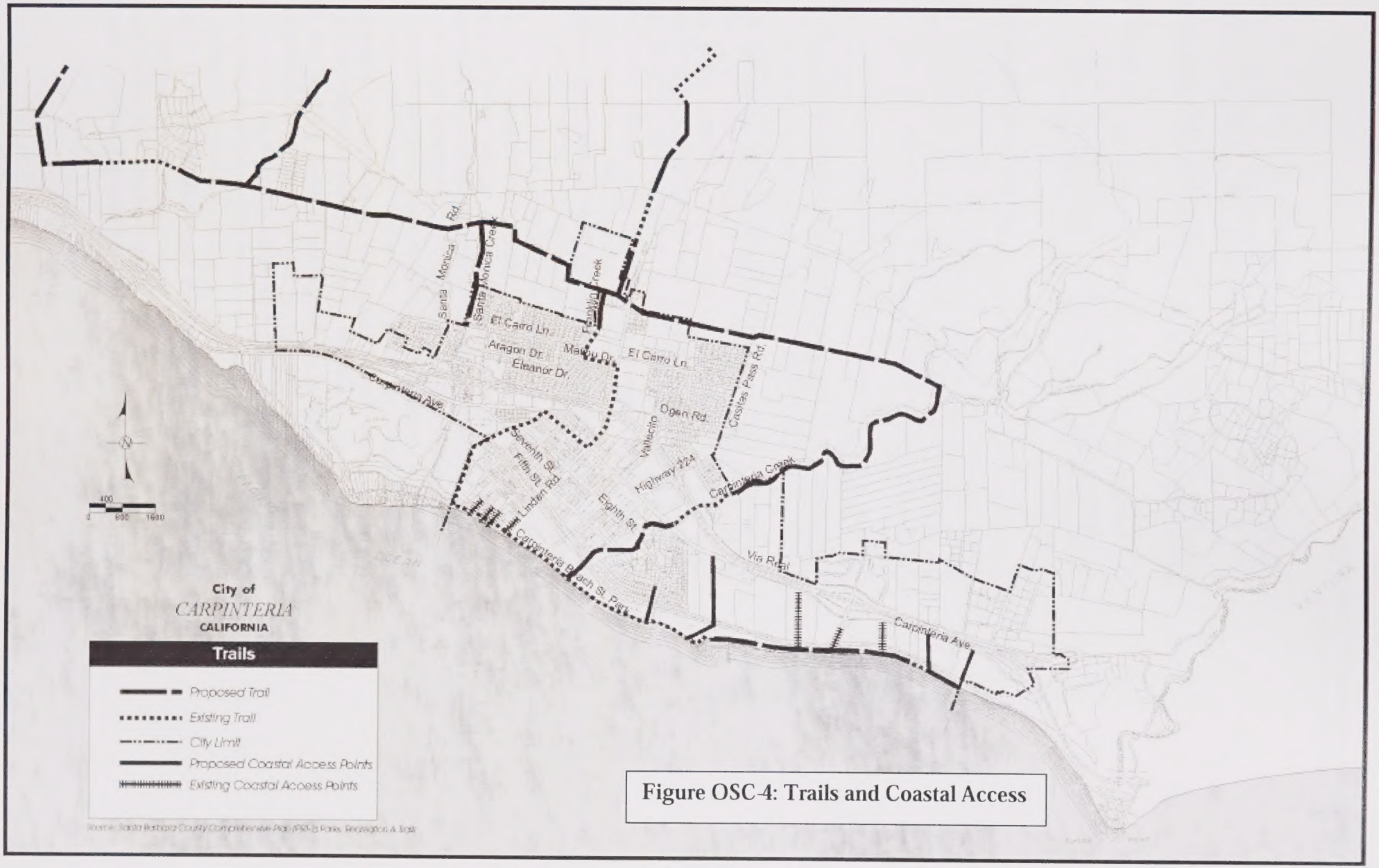


Figure OSC-4: Trails and Coastal Access

Culturally Significant Locations

There are several historically significant locations in the Carpinteria Planning Area. For instance, it was discovered in 1929 during archaeological investigations, that the Carpinteria Marsh Area was once inhabited by Native American cultures,

> *...beginning with the Oak Grove peoples, and concluding with the Chumash Indians, who occupied the marsh from about 500 A.D. until the mid-19th century.* (California Coastal Resource Guide, pg. 256.)

There are also large tarry asphalt deposits beneath the beach and cliff area east of Carpinteria Creek. The Chumash Indians used the tar to seal their canoes and cooking utensils. The City has established four historical landmarks within their boundaries, and the State has established one State Historical Landmark. These include:

City Landmarks

Wardholme Torrey Pine, Carpinteria City Landmark #1, located at: 5160 Carpinteria Avenue.

Heath Ranch Park and Adobe, Carpinteria City Landmark #2, located on Eucalyptus Street. This site was designated as a City Landmark in 1975. It was discovered in the early 1970s during the development of a new housing project. The adobe, now a ruin, is the last adobe in the Carpinteria Valley. It was previously included as part of the Heath residence, a Victorian-era home, in 1881

Site of Original Library, Carpinteria City Landmark #3, located at 892 Linden Avenue.

Palm Trees, Carpinteria City Landmark #4, located on the parkway between 7th and 8th Streets, at the corner of Linden Avenue and 7th Street. The Palms were planted prior to 1912, and were incorporated into the development of the Palms Hotel. The palm trees were designated by the City as a City Landmark in 1977.

Portola Sycamore Tree, Carpinteria City Landmark #5, located at 5300 6th Street, north side of said street approximately 600 feet east of Palm Avenue. It has been estimated that the tree is approximately 200 years. The tree stands approximately 70 feet tall and has a base trunk diameter of 69 inches.

State Landmark

La Carpinteria (1769), California State Landmark #535. Two markers are located at: 956 Maple Avenue, and southeast of Carpinteria Creek bridge on Carpinteria Avenue. Carpinteria State Beach was once the location of a Chumash village, named

Mishopshnow. This village was a center for canoe construction, called *tomols*. During the expeditions of Portola, he renamed the village *La Carpinteria*, for "carpenter shop."

Objective OSC-16: Preserve Carpinteria's cultural resources.

Policy:

OSC-16a. Carefully review any development that may disturb important archaeological or historically valuable sites.

Implementation Policies

74. Explore all available measures, including purchase, tax relief, purchase of development rights, etc. to avoid development on important archaeological sites. Where these measures are not feasible and development will adversely affect identified archaeological or paleontological resources, require adequate mitigation.
75. Prohibit activities, other than development, which could damage or destroy archaeological sites, including off-road vehicle use and unauthorized collecting of artifacts.
76. Review all proposals for development in or adjacent to cultural resource areas for their potential to impact the resource. Give special consideration to development of facilities that enhance the cooperation, enjoyment or maintenance of these areas.
77. Prior to the city granting a development permit, all archaeological sites (or areas near known archeological sites that have been determined though Phase 1 investigation to potentially include cultural or paleontolgical resources) must undergo a subsurface test to determine the integrity and significance of the site. Through the project environmental review process, the disposition and/or preservation of any archaeological sites deemed to have significance as a result of the subsurface testing shall be determined. Preservation of cultural/paleontological resource sites through avoidance shall be preferred, however, other methods of disposition may be approved through the environmental review process as identified in the city's Guidelines for the Implementation of CEQA.
78. A qualified archaeologist and Native American observer (acceptable to the city) shall be retained to monitor grading activities on identified archeological sites and in the vicinity of identified archaeological resources. If cultural artifacts or similar material of potential cultural or paleontological importance, are uncovered during grading or other excavation the following shall occur:
    a. The monitor or archaeologist shall halt the grading or excavation and notify the City.

b. A qualified archaeologist shall prepare a report assessing the significance of the find and recommending any actions to be taken by the applicant(s) prior to the city granting permission for grading to resume.

c. The removal of cultural artifacts or other materials shall only occur after preparation of the report and in conformance with the recommendations of the report as approved by the City.

Environmental Consequences

The policies and implementation policies regarding historical resources in Carpinteria are intended to preserve archaeological and historical resources. Policies and implementation policies to preserve historical resources focus on deterring loss of these resources to development and strategies for preservation. These measures would have a positive environmental consequence.

Safety

INTRODUCTION

The purpose of this Safety Element is to adopt policies that will reduce death, injuries, property damage, and the economic and social dislocation resulting from natural hazards.

Several issues related to natural hazards have been identified in the Carpinteria planning area. These issues fall into five categories, including:

Seismically-Induced Hazards
Fault Surface Rupture
Ground Shaking
Liquefaction
Tsunamis

Soil Hazards
Expansive Soils
Soil Settlement
Subsidence
Hydrocompaction

Hazardous Materials
Large Industrial Facilities
Acutely Hazardous Materials
Pesticides
Crude Oil
Transportation Corridors

Slope Stability Hazards
Landslides
Mud and Debris Flows
Rock Falls
Seacliff Retreat

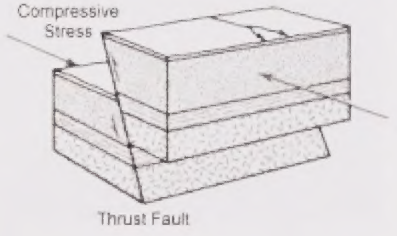
Flood Hazards
Flooding Potential

Fire Hazards
Wildland and Urban Fires
Peakload Water Requirements
Evacuation Routes
Minimum Road Widths
Clearances Around Structures

These 23 key hazards are described below, followed by objectives, policies, and implementation policies designed to aid in reducing or eliminating these hazards.

Section 65302 (g) of the Government Code Section specifies that:

[The general plan shall include a] safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.



SEISMICALLY-INDUCED HAZARDS

Fault Surface Rupture

Faults in the Carpinteria Planning Area include the Carpinteria Fault, the Rincon Creek Fault, the Arroyo Parida Fault, and the Shepard Mesa Fault. These faults are shown on Figure S-1. Based on the State of California Conservation Department, Division of Mines and Geology (CDMG) criteria for classifying the activity level for faults, none of the faults in the planning area are considered "active."

There are no Alquist-Priolo Special Studies Zones for the Carpinteria Planning Area. The Alquist-Priolo Special Studies Zones Act requires the State to identify zones around "active" faults (those which have experienced movement within the last 11,000 years) in which special studies are required prior to development. The act prohibits development on the surface trace of active faults to reduce the potential hazards of fault rupture (Carpinteria Bluffs Local Coastal Plan, General Plan Amendment Final EIR, June 1994). No recent movement (within the last 11,000 years), or recent fault rupture, has been identified along the known faults in the planning area to date.

However, for planning purposes, all of the above-mentioned faults should be considered potentially active.

Victorian home tilted by liquefaction.

High rise buildings tilted over in Japan due to liquefaction.

Sandy beach area of Carpinteria.

Tsunami damage in Alaska due to 1964 earthquake.

Ground Shaking

The CDMG has calculated the probabilities for earthquakes in the State of California. The research indicates a 10 percent probability within the next 50 years for an earthquake between magnitudes 6.5 and 7.0 to occur along a fault within 5 miles of the Carpinteria Planning Area. This could result in peak horizontal ground accelerations between 0.4 g to 0.6 g.

Section 65302 (g) of the Government Code Section specifies that:

> The general plan shall include a safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

There are no Alquist-Priolo Special Studies Zones for the Carpinteria Planning Area. The Alquist-Priolo Special Studies Zones Act requires the State to identify zones around "active" faults (those which have experienced movement within the last 11,000 years) in which special studies are required prior to development. The act prohibits development on the surface trace of active faults to reduce the potential hazards of fault rupture (Carpinteria Bluffs Local Coastal Plan, General Plan Amendment Final EIR, June 1994). No recent movement (within the last 11,000 years), or recent fault rupture, has been identified along the known faults in the planning area to date.

Liquefaction

Liquefaction is a phenomenon that occurs when loosely consolidated soils lose their load bearing capabilities during ground shaking and flow in a fluid-like manner. Areas in the city at moderate to high liquefaction potential are shown on Figure S-2.

Tsunamis

Tsunamis, commonly called "tidal waves," are seismic sea waves caused by submarine landslides, volcanic disturbances, or offshore earthquakes. The potential limits of tsunami inundation in the city are shown on Figure S-2.

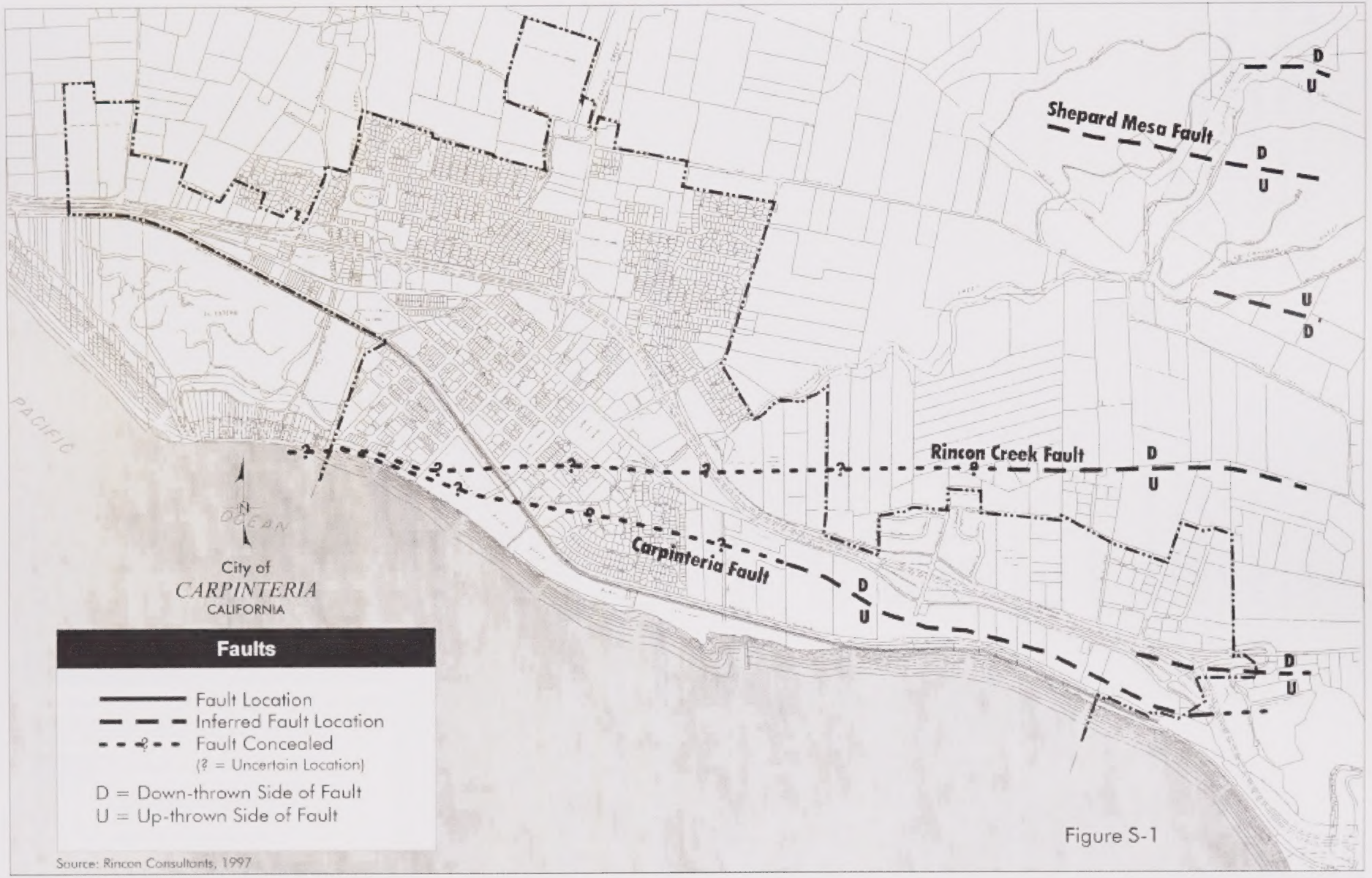


Figure S-1

Source: Rincon Consultants, 1997

Objective S-1: Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from fault surface rupture in the planning area, from ground shaking due to an earthquake along a fault in the planning area or in the region, from seismically-induced liquefaction in the planning area, and from seismically-induced tsunamis.

Policies:

S-1a. Seismic design criteria for habitable building structures, including critical facilities, should utilize the maximum credible earthquake calculated for each of the faults mentioned above, as well as the distance from the building site to each fault, to calculate or determine maximum ground acceleration.

S-1b. When planning coastal installations and developments, a 10-foot high sea wave should be considered and a conservative contour elevation of 40 feet should be used as a basis for establishing the tsunami risk limit.

S-1c. Development in areas identified as having high seismically-induced liquefaction potential shall follow structural engineering foundation design parameters outlined in the Uniform Building Code or obtained through an independent structural engineering study.

Implementation Policies

1. All developments proposed on, or within 100 feet of the trace of the Carpinteria, Rincon Creek, or Shepard Mesa Faults should be required to perform a geologic fault investigation following the Guidelines for Evaluating the Hazard of Surface Fault Rupture outlined in CDMG Special Publication No. 42 (1994), as updated.

2. Site specific geotechnical studies are required to more accurately determine the potential for liquefaction. These studies shall be performed prior to new construction and for the retrofit of critical facilities. The studies should include site-specific depth to groundwater and soil composition. Areas having liquefiable sediments should be identified, and structures should be designed to withstand liquefaction.

3. Inundation studies shall be performed for any proposed development on seacliff promontories adjacent to narrow or constricted channels. The inundation studies should evaluate the potential limit of runup of ocean waters into the channels based on a minimum 10-foot high tsunami sea wave.

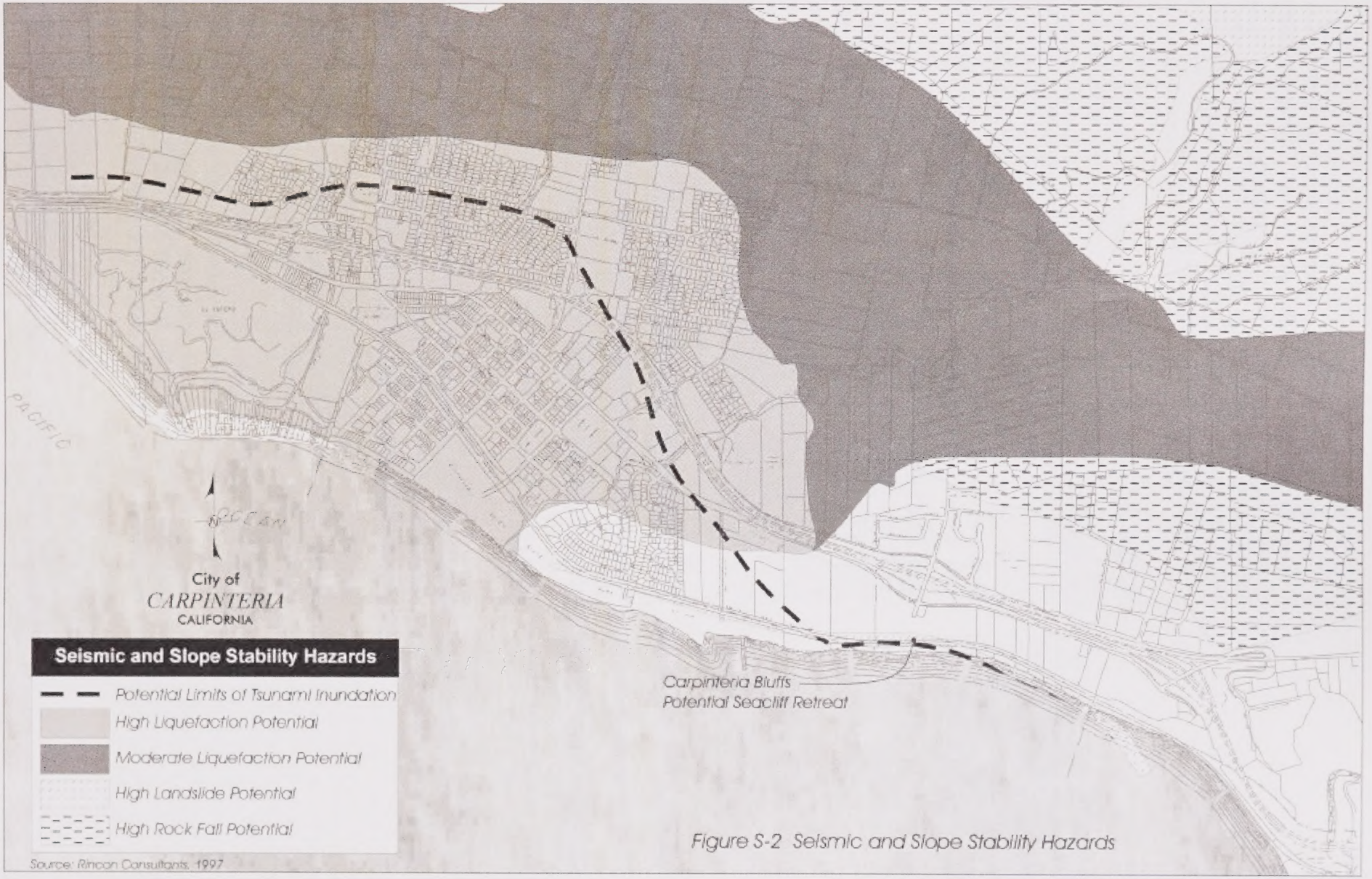


Figure S-2 Seismic and Slope Stability Hazards

4. An emergency tsunami notification and evacuation program should be initiated for persons inhabiting structures on beachfront and cliff properties. The program should consider education for these property owners, which should include the possible effects of an earthquake with an epicenter located in the Santa Barbara Channel. **GP**

SLOPE STABILITY HAZARDS

A large active landslide has been identified on the south-facing bluff slope in the eastern seacliffs in the planning area by Woodward-Clyde in 1985 and by Terratech in 1988 (Carpinteria Bluffs Local Coastal Plan, General Plan Amendment Final EIR, June 1994).

Landslides

Landslides generally occur on steep slopes that have been undercut by erosion or on slopes where the bedding planes of the bedrock are inclined down the slope. Areas of relatively high landslide potential are shown on Figure S-2.

Mud and Debris Flows

Debris and mud flows often occur after periods of precipitation, when water-soaked soil and rock are destabilized by the weight of the water. Often compounding the added weight is erosion of the base of a hill slope. Once the slope becomes destabilized, the water, soil, and mud mass is driven downhill by gravity. Areas susceptible to debris and mud flows correspond to the areas with a high potential for earthquake-induced landslides (see Figure S-2).

Rock Falls

Rock falls are usually triggered by seismically induced ground shaking or by erosional destabilization of a hill slope. Areas prone to rock falls are locally present along the northern and northeastern portions of the planning area (see Figure S-2).

The County of Santa Barbara, in their Seismic Safety and Safety Element, Section IV, Erosion, Processes of Cliff Retreat, suggests that an average rate of bluff retreat is about six inches per year. Thus, over a project lifespan of 100 years, about 50 feet of bluff retreat could be expected on average (assuming that the toe of the bluff remained unprotected). Where the existing railroad right-of-way lies between the uppermost bluff edge and the toe of the bluff, the railroad right-of-way would act as a buffer between the ocean and the bluff top (assuming the railroad right-of-way is maintained and remains in place). In the past, the railroad has taken actions to slow erosion and protect its right-of-way by constructing a seawall to protect the base of the cliff in the eastern portion of the bluff area (*Carpinteria Bluffs Local Coastal Plan*, General Plan Amendment Final EIR, June 1994).

Seacliff Retreat

Seacliffs are present at the Carpinteria Bluffs in the southeastern portion of the planning area, extending to heights of about 80 feet above mean sea level (see Figure S-2). The exposed seacliffs are composed of the Monterey (Modelo) Formation, which is a thinly bedded, hard, siliceous shale. The Monterey Formation readily yields to erosion, slumping, landslides, and other erosional processes. For conservative planning purposes, the seacliffs along the Carpinteria coastline are estimated to be retreating at an average of six inches per year (although actual retreat varies from location to location and from year to year).

Objective S-2: Minimize the potential risks and reduce the loss of life, property and economic and social dislocations resulting from seismically-induced and naturally-occurring landslides, from mud and debris flows, from rock falls, and from seacliff retreat.

Policies:

S-2a. Areas identified on Figure S-2 as High Landslide Potential shall either be designated in an open space zoning category or the potential for landslide will be mitigated through avoiding disturbance of the slope area of the site subject to landslide potential.

S-2b. Building improvements and other development including any irrigated landscape areas shall be setback sufficiently to protect the development and all associated improvements from bluff failure and bluff retreat over a 100-year term.

Implementation Policies

5. Geotechnical investigations shall be performed in areas of high landslide or seacliff (bluff) retreat potential that are proposed to be developed. Calculations shall be performed for areas identified as being prone to landslides to evaluate the factor(s) of safety for existing and proposed slopes in their naturally-occurring state, and during a maximum credible earthquake along the nearest fault. Further, said investigation shall include a determination of the minimum setback for proposed structures and other improvements to be maintained outside of the area subject to bluff retreat over a 100 year term. In the area identified as Carpinteria Bluffs subject to potential seacliff retreat on Figure S-2, existing railroad improvements and cut slopes shall not be expanded or altered. Maintenance or protection proposed for existing slopes shall be reviewed through the coastal development permit process. Slope stabilization techniques (e.g. seawalls and similar structures) shall be prohibited unless necessary to protect existing structure(s) in danger of erosion, and when no less environmentally damaging alternative is feasible.

6. Geotechnical investigations shall be performed on hillside properties proposed to be developed. Hillside properties proposed to be developed within or below areas of high rock fall potential should be evaluated for rock fall hazards. Calculations shall be performed for areas identified to be prone to mud flows, debris flows, and/or rock falls to evaluate the necessity for mud flow, debris flow, and/or rock fall diversion walls and/or structures, and for the safety of future inhabitants.

SOIL HAZARDS

Expansive Soils

Expansive soils are those characterized as having a high shrink-swell potential. Areas with high potential for expansive soils are shown on Figure S-3.

Soil Settlement

Settlement is the downward movement of soil or of structures it supports, resulting from a reduction in the voids in the underlying strata. Areas with high soil settlement potential are shown on Figure S-3.

Subsidence

Subsidence is the reduction in volume of a material resulting from an increase in the density of a material. It is generally related to the withdrawal of fluids such as water, oil, or gas from the subsurface. The potential for subsidence in the city is considered minimal, as no recognized subsidence has occurred within the planning area due to either groundwater or oil extraction.

Hydrocompaction

Hydrocompaction occurs in relatively loose, open textured soils above the groundwater table. No areas of hydrocompaction have been identified in the planning area.

Objective S-3: Minimize the potential risks and reduce the loss of property and the economic and social dislocations resulting from expansive soils, soil settlement, subsidence, and hydrocompaction.

Policies:

S-3a. If areas of ground subsidence due to groundwater, oil, or gas withdrawal are identified in the future, these areas shall not be developed (if open land) until the City's Water Resource Management Program is reviewed and/or updated cooperatively by the City and the water district to determine appropriate measures for the protection of the groundwater basin, existing water service to the community, and property.

S-3b. All new development will comply with the Uniform Building Code, local City building ordinances, and geotechnical recommendations related to construction in areas identified as having a high potential for expansive soils or soil settlement.

Implementation Policies

7. Geotechnical investigations shall be performed on properties proposed to be developed in areas identified as having high potential for expansive soils or soil settlement.

Source: Rincon Consultants, 1997

Figure S-3 Soil Hazards

8. Foundation recommendations made by a geotechnical engineer, based on field and laboratory testing and observations, shall be incorporated into the design of any proposed buildings in areas identified as having a high potential for expansive soils or soil settlement.

9. If, during the permitting and/or construction phase of a new development project, in an area not herein identified as having a high potential for expansive soil, soil settlement, or hydrocompaction, soils susceptible to expansion, settlement, or hydrocompaction are encountered, then foundation recommendations should be made by a qualified geotechnical engineer following a site investigation.

FLOOD HAZARDS

Flooding Potential

Flooding in the Carpinteria planning area is generally produced by winter storms occurring between December and March. Several local streams that discharge into the Pacific Ocean cross through the planning area, including Carpinteria Creek, Santa Monica Creek, Franklin Creek, Arroyo Paredo, and Toro Canyon Creek. The Carpinteria, Santa Monica, and Franklin Creeks have been channelized by the Santa Barbara County Flood Control and Water Conservation District, the U.S. Army Corps of Engineers, and the U.S. Soil Conservation Service. The Santa Barbara County Flood Control Engineer has determined that lands above 250 feet elevation in the Carpinteria area would be free from flood hazard in the area of the channelized creeks.

The Federal Emergency Management Agency (FEMA) has established National Flood Insurance Rate Maps (FIRMs), which designate flood zones for the Carpinteria planning area. The maps were last updated for Carpinteria and adjacent areas in September of 1985. Areas within the 100-year flood zone include:

- Areas adjacent to Santa Monica, Franklin, and Carpinteria Creeks;
- The northwest corner of the city; along Highway 101 between Franklin and Carpinteria Creeks;
- Areas along the Pacific Ocean coastline; and
- The area east of the El Estero Marshland, west of Linden Avenue and south of the Union Pacific Railroad.

Winter storms also bring high ocean tides and waves that annually threaten structures adjacent to the city Beach between Linden Avenue and Ash Avenue along Sandyland Avenue. The City has received a permit to annually build a sand berm during winter

months to protect the structures and improvements on private property.

Flood hazard zones in the planning area are shown on Figure S-4.

Objective S-4: Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from flooding.

Policies:

S-4a. All new development proposed in the 100-year floodplain must adhere to the County of Santa Barbara Floodplain Management Ordinance, Chapter 15-A of the County Code.

S-4b. The development of critical facilities within the 100-year floodplain should be discouraged.

S-4c. Setbacks from flood control channels, as determined by the Santa Barbara County Flood Control District, will be required to allow access to maintain and enable proper operation of the channels.

S-4d. The City should conduct a floodplain study for the west end of the planning area and confer with FEMA in an attempt to update the 100- and 500-year flood zones in that area.

S-4e. The City shall establish setback guidelines for land use planning purposes along natural creek, river, or stream floodplains, and identify and pursue opportunities to eliminate existing concrete channels and/or banking from creeks, rivers, or streams.

Implementation Policies

10. Compliance with the City's Floodplain Management Measures will be required prior to issuance of building permits for any type of individual development project proposed in the 100-year floodplain.

11. All subdivision projects proposed in the 100-year floodplain must be reviewed by the Santa Barbara County Flood Control District prior to the issuance of grading and/or building permits.

12. The City should initiate a floodplain study for the west end of the planning area, specifically the Beach neighborhood, in order to determine whether the base flood elevations determined by FEMA is accurate.

13. The City shall support and facilitate the current Army Corps of Engineers (ACOE) feasibility study and otherwise pursue long-term solutions for beach nourishment and establishment of a vegetated dune system at City Beach. As an interim measure, and with permission from the Coastal Commission and US Army Corps of Engineers, the City may construct a sand berm on the City Beach parallel to the homes fronting on the beach.

14. All new construction or reconstruction, additions and remodels that have a valuation exceeding 50 percent of the valuation of the existing structure, shall be constructed so as to be protected from wave action. A wave action study shall be prepared and submitted to the city as a part of the project application that determines the necessary construction design and technique to protect the structure and prevent impacts to adjacent property. Shoreline protective devices, such as seawalls and revetments, shall be prohibited. Coastal development permits for new construction, including reconstruction where more than 50 percent of the exterior walls are removed, shall be conditioned to not allow a future seawall to protect the development.

15. Development applications submitted to the city shall include information adequate to determine compliance with applicable flood and stormwater management programs, polices and regulations. Further, the City shall require development to comply with the following standards unless superceded by a more restrictive standard applicable in the city:

    a. street improvements shall be designed to accommodate flows up to the 10 year storm, flows between the 10 and 25 year storms will be accommodated in an underground system, and safe and acceptable escape routes for the 100 year storm shall be established;

    b. improvements shall be designed to result in no net change from the existing drainage condition (e.g. volume and velocity), as it affects off-site public and private property, to the developed drainage condition, and adequate information shall be provided to the city to demonstrate that there exists a controlled path for runoff to the ocean. Further, where a proposed development site currently contributes to existing degraded drainage conditions and/or an off-site drainage or flooding problem, the proposed development shall include corrective measures as determined appropriate by the City;

    c. all development shall be designed and constructed as necessary to comply with Best Management Practices for nuisance and stormwater runoff and to comply with the

Figure S-4 Flood Areas

requirements of any applicable NPDES permit. Further, all such nuisance and stormwater improvements shall be designed to ensure that the project will not result in a measurable reduction in terrestrial or aquatic habitat carrying capacities due to discharge of project site runoff to creeks, the salt marsh and the ocean.

FIRE HAZARDS

Wildland and Urban Fires

Fire prevention and suppression services are provided in Carpinteria by the Carpinteria-Summerland Fire Protection District, which also has mutual aid agreements with the Ventura County and Santa Barbara County Fire Departments. If the resources of these departments/agencies are depleted, assistance can also be obtained through various state agencies, (Office of Emergency Services, the Department of Forestry and Fire Protection, the State Fire Marshall, and the Department of Fish and Game) and federal agencies (U.S. Forest Service, the National Park Service and Bureau of Land Management, and the Department of Defense).

Urban fires are defined as those fires occurring within the city limits. They are usually residential, commercial, or industrial in nature, and are usually fought by the Carpinteria-Summerland Fire Protection District. Wildland, or brush, fires are defined as those fires occurring in undeveloped areas commonly covered by heavy vegetation, typically in the hills and canyons. The Santa Barbara County Fire Department generally responds to wildland fires outside the urban limit zone defined by the Carpinteria-Summerland Fire Protection District. Fire hazard zones in the planning area are shown on Figure S-5.

Peakload Water Requirements

Peak load water supply standards ensure that sufficient water flow is available to fight fires. The minimum fire flow required is determined by the type of building construction, proximity to other structures, fire walls, and fire protection devices, as specified by the latest version of the Uniform Fire Code.

Evacuation Routes

The Carpinteria-Summerland Fire Protection District, in conjunction with the County of Santa Barbara Sheriff's Department, is ultimately responsible for coordinating evacuation necessitated by an emergency. The main evacuation route from the Carpinteria planning area is U.S. Highway 101. A secondary evacuation route is the Union Pacific Railroad, which parallels U.S. Highway 101. However, the use of the railroad for evacuation would be dependent upon the availability of rail cars for transportation.

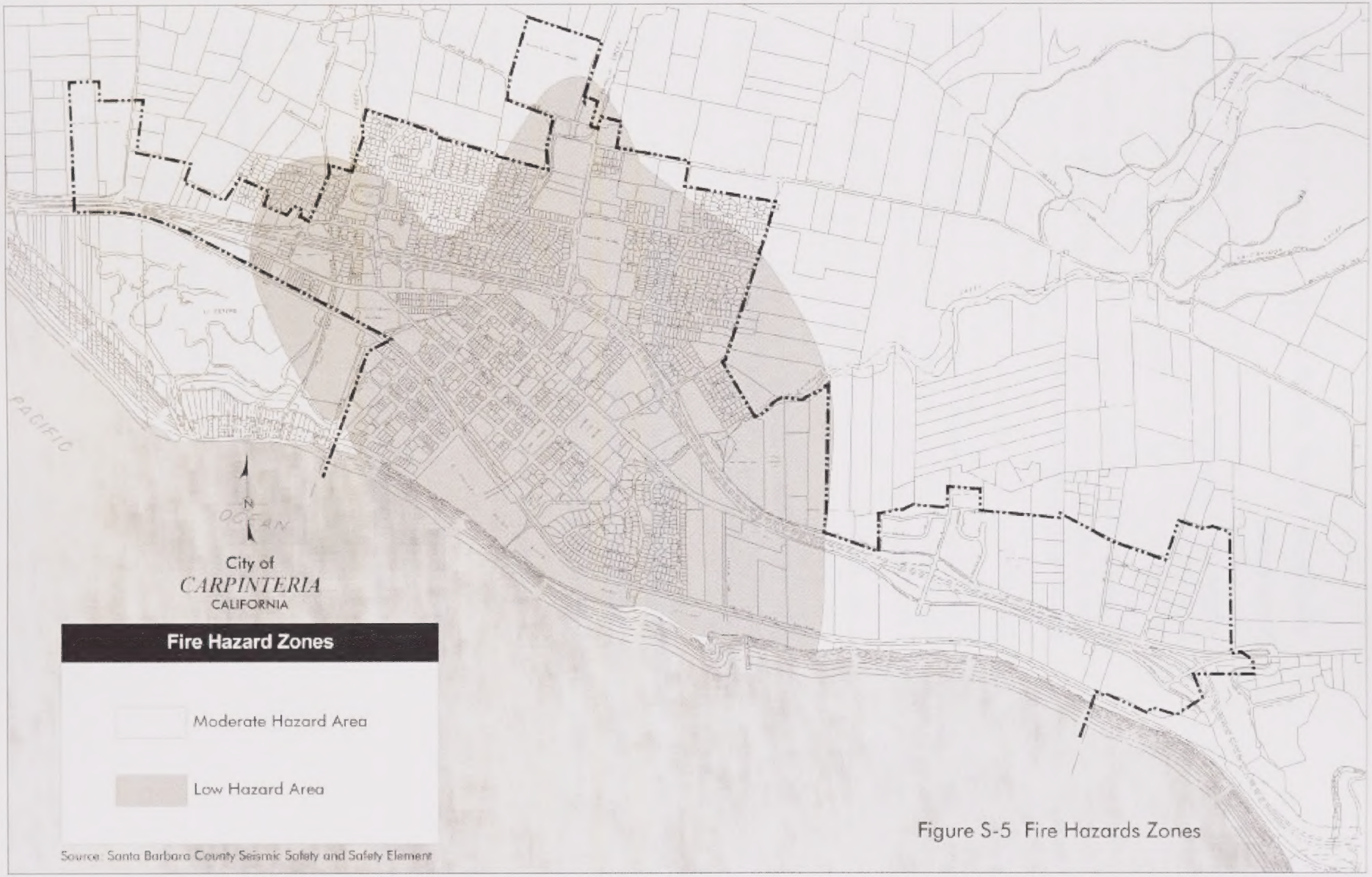


Figure S-5 Fire Hazards Zones

Minimum Road Widths and Clearances Around Structures

The Carpinteria-Summerland Fire Protection District currently adheres to the County of Santa Barbara Private Road and Driveway Standard, Section 8 of the County of Santa Barbara Municipal Code pertaining to minimum road widths and clearances around structures.

Objective S-5: Minimize the potential risks and reduce the loss of life, property and economic and social dislocation resulting from urban and wildland fires.

Policies:

S-5a. All new structures must adhere to the Carpinteria-Summerland Fire Protection District Ordinance and the Santa Barbara County Fire Department Ordinances, where applicable.

S-5b. All new structures, whether within or outside the urban limit zone, must adhere to the city Fire Sprinkler Ordinance.

S-5c. Roads shall be installed or improved to the standards specified in the County of Santa Barbara Private Road and Driveway Standard, Section 8 of the County of Santa Barbara Municipal Code.

S-5d. The City will work in conjunction with the Carpinteria-Summerland Fire Protection District to adhere to, and enforce, all fire codes.

Implementation Policies

16. Applicants for new development projects in Carpinteria must verify that the water purveyor can provide the required volume of water to satisfy the peakload water requirements for the project.

17. Prior to construction of new developments, applicants must submit plans to the Carpinteria-Summerland Fire Protection District.

18. The Carpinteria-Summerland Fire Protection District should be consulted when new development or redevelopment plans are being considered, or when code violation or code enforcement issues arise.

HAZARDOUS MATERIALS

Large Industrial Facilities

Two large industrial facilities and two Carpinteria Valley Water District water treatment plants are located in the planning area. These include the Carpinteria Oil & Gas Plant, the Carpinteria Sanitary District Wastewater Treatment Plant, and the water treatment sites located at 4810 Foothill Road on the Carpinteria High School property and at El Carro Lane and Namouna Street on the El Carro Park property. These facilities may store and/or use flammable hazardous materials/waste, highly toxic and corrosive materials/waste, as well as acutely hazardous materials/waste. A risk assessment performed for the Carpinteria Oil and Gas facility indicates that four types of hazards were possible from the facility: radiant heat from a fire; a flammable gas cloud moving off the Venoco facility; a blast strong enough to rupture eardrums; and a blast strong enough to cause major glass damage. The approximate locations of the large industrial facilities/sites are shown on Figure S-6.

Acutely Hazardous Materials

Twenty-one facilities in the planning area have been identified as handling acutely hazardous materials. Table S-3 in Appendix E for this Safety Element lists the facilities. The approximate locations of the facilities that handle acutely hazardous materials are shown on Figure S-6.

Pesticides

The State Department of Agriculture identifies 132 facilities in the planning area that handle pesticides (see Table S-4 in Appendix E).

Crude Oil

Crude oil activities have occurred onshore, and continue to exist offshore in the Carpinteria area. The State Department of Conservation, Division of Oil, Gas and Geothermal Resources (CDOG) governs crude oil and natural gas activities within California. Maps showing the locations of active, abandoned and idle oil or natural gas wells and facilities are available through the CDOG.

Transportation Corridors

U.S. Highway 101 is the major vehicular transportation corridor through the Carpinteria planning area. Trucks hauling hazardous materials travel along Highway 101 northward and southward. The Union Pacific Railroad is another transportation corridor in the planning area. Freighter rail cars are known to carry hazardous materials through the city. Specifically, jet fuel is transported from

Los Angeles northward through the planning area to Vandenberg Air Force Base.

The major crude oil and natural gas pipelines that traverse the planning area are the Rincon crude oil pipeline, and the Sempra Gas Company natural gas pipeline.

Objective S-6: Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from hazardous materials accidents at large industrial facilities, at facilities handling acutely hazardous materials, and along transportation corridors.

Policies:

S-6a. The City should maintain lists of facilities in the planning area that involve the use, storage, and/or transportation of hazardous materials.

S-6b. City policies concerning the use, storage, transportation and disposal of hazardous materials, and regarding underground or above-ground storage tanks shall reflect the County of Santa Barbara and the State Regional Water Quality Control Board policies and requirements and shall ensure that the use, storage, transportation and disposal of hazardous materials does not result in hazardous discharge or runoff.

S-6c. The City should consider the presence of large industrial facilities, facilities that handle acutely hazardous materials or pesticides, and railroad and utilities right-of-ways in land use planning.

S-6d. The City shall support protective measures against the spillage of hazardous materials, including crude oil, gas and petroleum products, and shall support effective containment and cleanup facilities and procedures for accidental spills that occur.

S-6e. Where feasible, new hazardous industrial development shall be located away from existing developed areas.

Implementation Policies

19. Hazardous materials or wastes stored in closed containers at a facility shall not be within 50 feet of an adjacent property.

20. A development setback of 300 feet shall be established from the perimeter of the Carpinteria Oil and Gas Processing Facility unless it can be demonstrated that a lesser setback will not result

in exposure of the public to health and safety risks related to plant activities.

21. Structures located between 300 and 1,000 feet from the perimeter of the Carpinteria Oil and Gas Processing Facility shall be constructed utilizing safety glass that can resist overpressures of 0.75 psig.

22. Development of parcels that include the Rincon crude oil pipeline, the Gas Company's natural gas pipeline, a railroad right-of-way, or any other corridor or easement that contain similar uses that have the potential for hazardous materials leaks and/or catastrophic events, shall avoid the placement of habitable structures in such close proximity to the lines that public health and safety is put at risk.

23. New residences shall not be located adjacent to known handlers of acutely hazardous materials. Further, prior to development of any site identified as having been used for the storage of hazardous materials or activities involving the use of hazardous materials, the city shall require the developer to submit documentation sufficient to demonstrate that testing has been conducted as necessary to determine the existence and extent of soil and/or groundwater contamination and that based on the results of said testing an appropriate clean-up program is established and completed.

GP

24. The City shall work with the County to ensure appropriate land use and urban development adjacent to active agricultural fields within the planning area. The City, through the State Department of Agriculture, will identify active agricultural fields of particular concern as those handling acutely hazardous pesticides.

25. No structures will be constructed over active or abandoned oil wells unless the oil well(s) have been abandoned or reabandoned per the California Department of Oil, Gas and Geothermal Resources (CDOG) procedures, and under the CDOG's supervision.

GP

26. Train speeds through Carpinteria should be maintained at levels that serve to minimize the potential for derailed train cars to leave the railroad right of way as a result of an accident.

Environmental Consequences

The Safety Element is intended, through adoption of its policies and implementation policies, to reduce death, injuries, property damage and economic and social dislocation from natural and man made hazards. Hazards including seismic, slope-stability, soil, flood, fire, hazardous materials have policies and implementation policies developed to prevent or reduce the risk of such hazards. Specific requirements and recommendations for design criteria and planning are included in the policies and implementation policies of the element. Policies and implementation policies would not directly require development of projects that would negatively affect the environment, such as construction of a seawall or stream channelization. Consequently, these policies and implementation policies would have a beneficial effect on the City.

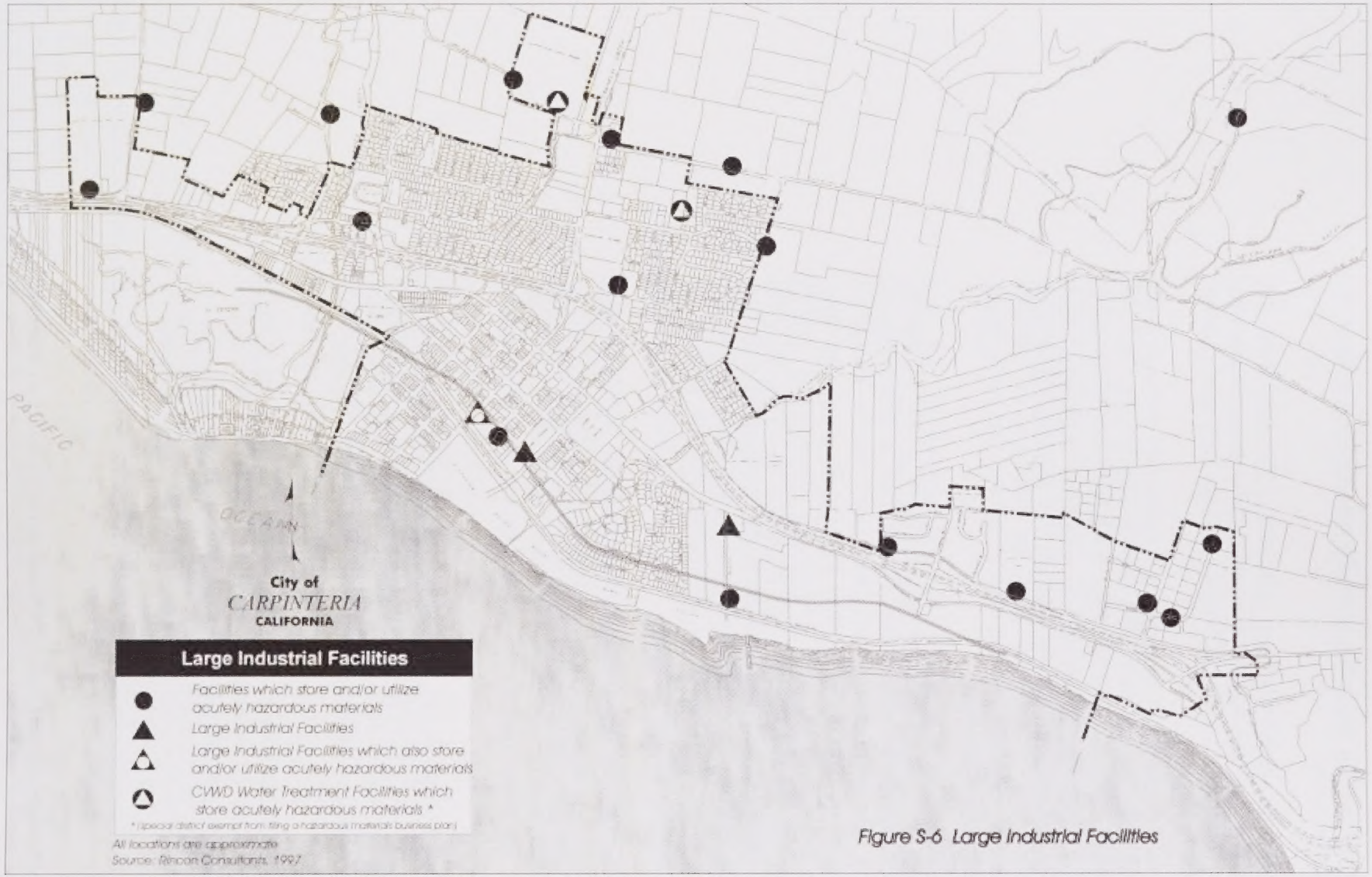


Figure S-6 Large Industrial Facilities

GP

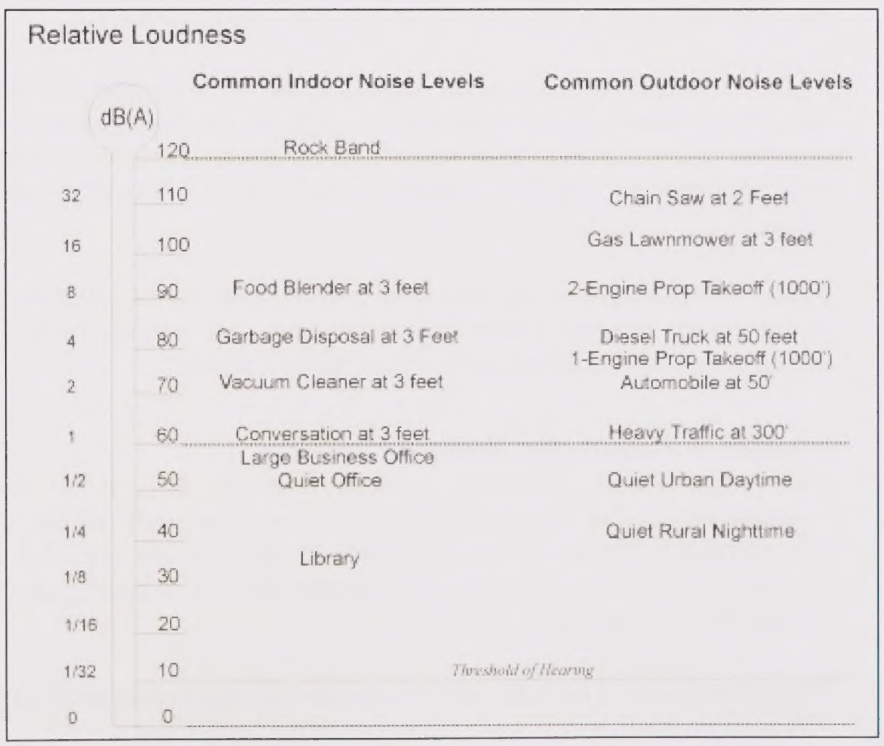
Entire element except for a suggested new policy to minimize noise impacts on ESHA

Noise

INTRODUCTION

The City of Carpinteria is affected by several different sources of noise, including automobile and rail traffic, agricultural and industrial activity, ocean waves and wind, and periodic nuisances such as construction, loud parties, and other events. The Noise Element is intended to identify these sources and provide goals and policies that ensure that noise from these sources does not create an unacceptable noise environment. Controlling noise sources can make a substantial improvement in the quality of life for City residents.

Noise is typically defined as any sound that is undesirable. The level of annoyance that noise causes depends upon several factors including, the magnitude of the noise, the duration of the noise event, and the time at which the noise event occurs. Typical noise levels for some common noise-generating activities are shown below.



The major noise sources in Carpinteria are:

California State Law, Government Code Section 65302(f), requires the preparation and adoption of a noise element that identifies and appraises noise problems in the community. The noise element is required to analyze and quantify, to the extent practicable, all of the following sources:

1. Highways and freeways
2. Primary arterials and major local streets
3. Passenger and freight on-line railroad operations and ground rapid transit systems
4. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
5. Local industrial plants, including, but not limited to, railroad classification yards.
6. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

- **Transportation Related Noise Sources** including U.S. Highway 101, Freight and Passenger Railroad Service, and Major Arterial Roads, and
- **Other Noise Sources Including Stationary Sources** such as Industrial/Agricultural Noise and Nuisance Noise.

Each of these specific noise sources is described in this element.

Definitions

Noise: Any sound that is undesirable.

Decibel (dB): A logarithmic unit for expressing the relative intensity of sounds.

A-weighted decibel (dBA): The sound level obtained by using the A-weighting filter of a sound level meter, expressed in dB. A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear.

Equivalent Sound Level (Leq): The single steady A-weighted level that is equivalent to the same amount of energy as that contained in actual fluctuating sound over a given period of time. Leq is essentially the average sound level.

Community Noise Equivalent Level (CNEL): The equivalent (or average) sound level during a 24-hour day. The CNEL recognizes that noise occurring at night tends to be more disturbing by adding 5 dB to actual evening (7:00 p.m. to 10:00 p.m.) noise levels and 10 dBA to actual night time (10 p.m. to 7 a.m.) noise levels.

Sensitive Noise Receptor: Those land uses that are typically considered sensitive to noise. The most sensitive uses are generally considered residences, schools, churches, hospitals, and convalescent care facilities.

TRANSPORTATION RELATED NOISE SOURCES

U.S. Highway 101

U.S. Highway 101 crosses the city from northwest to southeast and is the primary source of noise in the city. Current and projected future noise contours from Highway 101 are shown in Figures N-1 and N-2. Construction of a noise barrier along the freeway frontage could reduce noise impacts; however, funding and aesthetic concerns remain an obstacle to construction.

Objective N-1: The City will minimize noise impacts of Highway 101 traffic on residential and other sensitive land uses.

Policies:

N-1a. The City will plan noise-compatible land uses or design developments with noise attenuation features near Highway 101.

N-1b. The City will cooperate with Caltrans to landscape or install mitigation elements along Highway 101 adjacent to residential or noise sensitive uses to reduce noise impacts. Any noise attenuation features should adhere to relevant policies in the city's Community Design Element.

N-1c. The City will work with local and regional transit agencies and businesses to provide public transit services that reduce traffic and minimize traffic's contribution to the noise environment.

Freight & Passenger Railroad Service

The Union Pacific Railroad parallels Highway 101 as it enters Carpinteria and then generally follows the coastline south of the city. The railroad is the second major source of noise in the city after the highway. Future train traffic through the city will depend upon the demand for such services.

Objective N-2: The City will minimize the noise impacts of the railroad on residential and other sensitive land uses.

Policies:

N-2a. The City will plan noise-compatible land uses near the Union Pacific Railroad.

N-2b. The City will work with railroad operators to install noise mitigation features where operations adversely affect existing adjacent residential or other noise-sensitive uses.

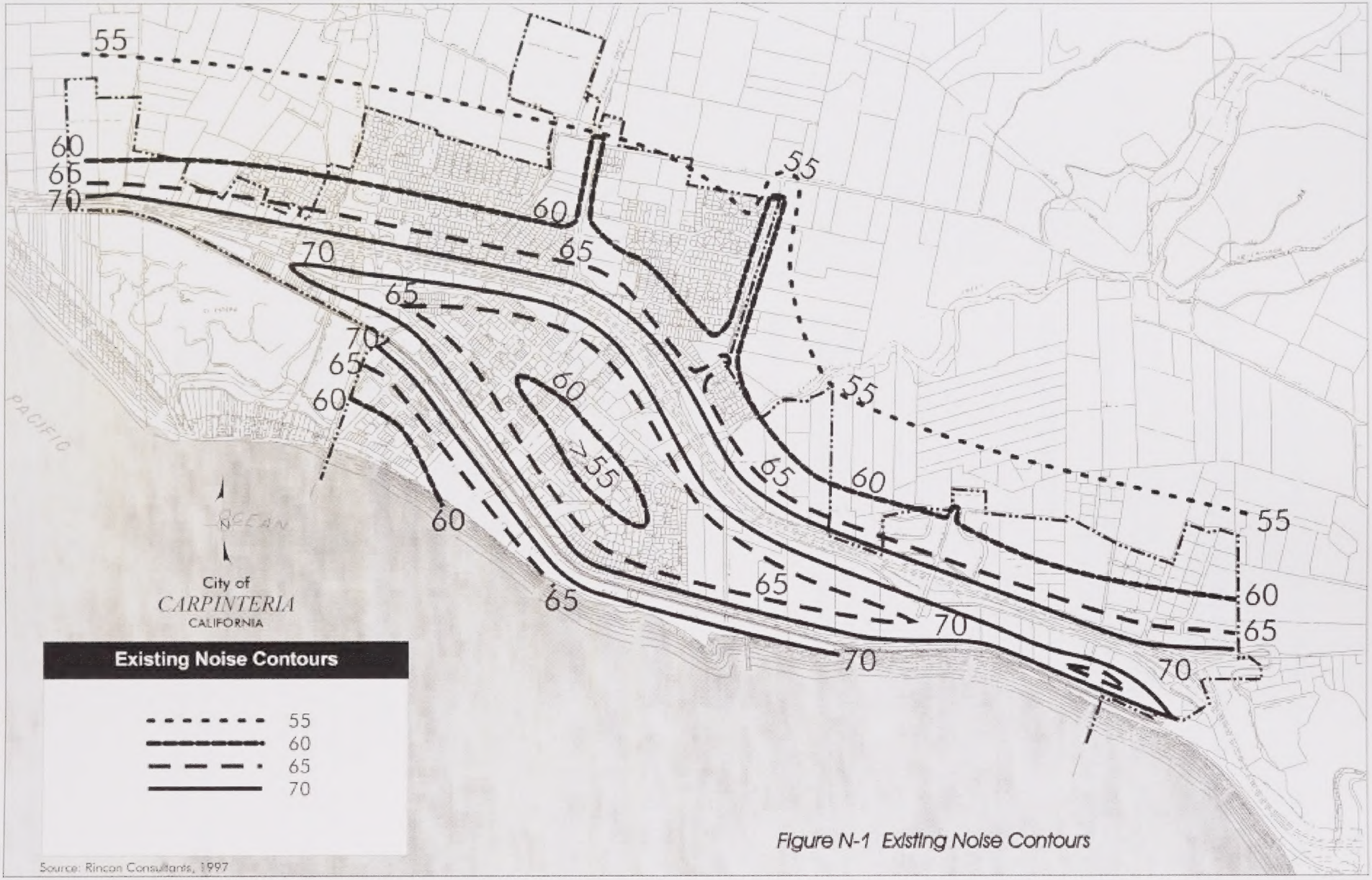


Figure N-1 Existing Noise Contours

Major Arterial Roads

Carpinteria Avenue, Linden Avenue, Casitas Pass Road, and Via Real are the major roadways in Carpinteria capable of producing noise impacts to sensitive receptors.

Objective N-3: The City will minimize the adverse effects of traffic generated noise from City streets on residential and other sensitive land uses.

Policies:

N-3a. The City will encourage site planning and traffic control measures that minimize the effects of traffic noise.

N-3b. The City will provide for the development of alternative transportation modes such as bicycle paths and pedestrian walkways to minimize automobile traffic in the city.

N-3c. The City will work with local and regional transit agencies and businesses to provide public transit services that reduce traffic and associated noise.

Implementation Policies for Transportation Related Noise Sources:

1. The City will use the land use/noise compatibility matrix shown on Figure N-3 to determine the appropriateness of land uses relative to roadway noise.

2. An acoustical study showing the ability to meet state noise insulation standards will be required for any development proposed in an area where noise exceeds the "normally acceptable" level shown on Figure N-3.

3. The City will enforce the California Noise Insulation Standards (Title 25 California Administrative Code) to ensure an acceptable interior noise level of 45 CNEL in habitable rooms.

4. The City will consider the use of alternative paving material and "traffic calming" devices that reduce traffic noise (See the Circulation Element for examples of traffic calming devices).

5. The City and Caltrans will cooperate in the planning of noise attenuation features along Highway 101.

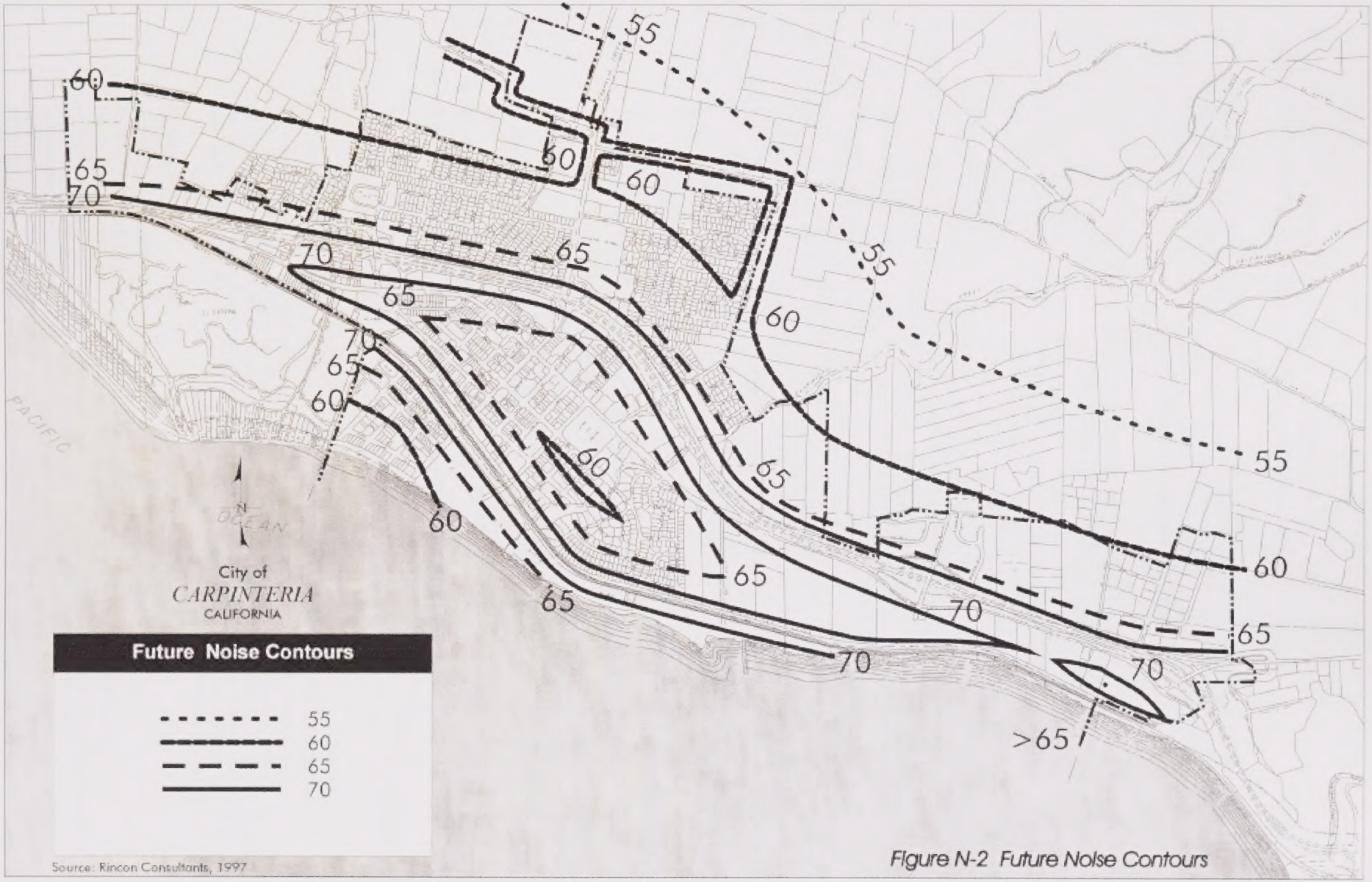


Figure N-2 Future Noise Contours

6. The City will designate truck routes, limiting trucking through residential areas.

Environmental Consequences

The Noise Element is intended to reduce noise impacts and prevent noise impacts from future noise sources. Many of the policies and implementation policies developed for transportation related noise intend to plan noise compatible land uses together and minimize noise from roads, railroads, industrial, and agricultural sources. These policies would generally have an overall beneficial effect on the City by reducing noise.

Implementation of some noise mitigation measures, such as earthen berms or wood or concrete noise barriers, may result in aesthetic/community design impacts depending on how and where they are implemented. This would be a concern in developing noise mitigation along State Highway 101 where they would be highly visible from the Highway. Designs for noise mitigating barriers would need to be compatible with the Community Design Element. It should be noted that building of barriers would be the least desirable noise mitigation of those described in the Noise Element. Acoustical treatment of buildings and site layout, including setbacks and other buffers, are likely to be more aesthetically compatible with the City. Other noise mitigation measures, such as traffic calming road design or development of bike paths to encourage alternative transportation, may result in environmental impacts primarily due to construction of these measures. Construction may result in temporary noise, air, and traffic impacts.

Other Noise Sources, Including Stationary Sources

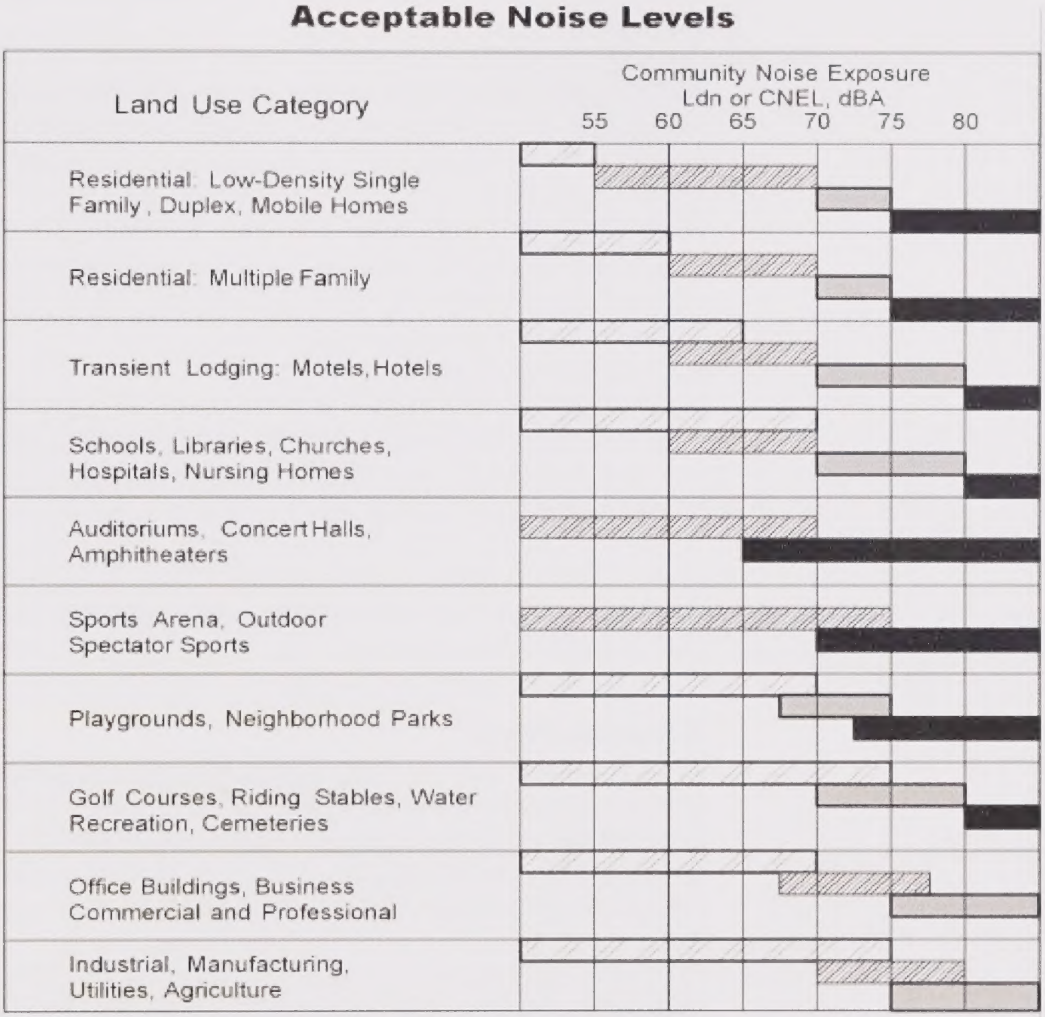
Industrial and Agricultural Noise

Noise generated by industrial plant operations, heavy equipment, and truck traffic can affect adjacent residential areas and other sensitive land uses. Greenhouse operations and movement of farm equipment and packing operations are also sources of noise likely to continue in the future.

Future industrial and greenhouse development in the city would generally be located away from existing and planned residential and other sensitive uses that would be incompatible with industry.

Figure N-3: Land Use Compatibility Matrix

The matrix below provides guidelines for determining whether or not ambient noise levels are compatible with certain types of land uses. In conjunction with the noise levels shown on Figures N-1 and N-2, it can be used to determine whether new development proposed in Carpinteria is within an acceptable noise environment for the proposed use.



INTERPRETATION

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

Therefore, future noise associated with industrial and greenhouse activities would be expected primarily from sources such as truck traffic serving industrial operations.

Objective N-4: Minimize noise spillover from industrial operations into adjacent residential neighborhoods and other sensitive uses.

Policies:

N-4a. The City will require that automobile and truck access to industrial and commercial properties adjacent to residential areas be located at the maximum practical distance from the residential area.

N-4b. The City will limit the use of motorized landscaping equipment, parking lot sweepers, or other high-noise equipment on commercial properties if their activity will result in noise that adversely affects residential areas.

N-4c. The City will require that the hours of truck deliveries to industrial and commercial properties adjacent to residential uses be limited unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at another hour.

N-4d. The City will work with the agricultural industry and County government to address conflicts on a case-by-case basis and develop noise mitigation as practicable.

Nuisance Noise

The City occasionally receives complaints about individual sources of noise, including loud parties, events and high school football games. Construction activity is also a source of occasional temporary nuisance noise throughout the city. These and other such nuisance noises are common to cities and can be addressed on a case-by-case basis.

Objective N-5: The City will minimize the effects of nuisance noise effects on sensitive land uses.

Policies:

N-5a. The City will address nuisance noise on a case-by-case basis and develop appropriate mitigation measures such as scheduling of events or activities during hours when effects would be minimal.

N-5b. The City will require that construction activities adjacent to sensitive noise receptors be limited as necessary to prevent adverse noise impacts.

N-5c. The City will require that construction activities employ techniques that minimize the noise impacts on adjacent uses.

Implementation Policies

Implementation policies 1-3 for objective N-3 also apply to stationary and nuisance noise sources. In addition, the following measures will be implemented:

7. The City will establish a noise ordinance in order to be more effective in controlling noise from stationary and nuisance noise sources, including construction activity.

8. All new equipment purchased by the City will meet noise performance standards consistent with the best available noise reduction technology.

Environmental Consequences

These policies are intended to have a positive affect on noise impacts to sensitive receptors. Policies such as N4a, to distance the access points for industrial and commercial land uses away from residential uses and policy N4d, to address agricultural noise issues on a case-by-case basis would have a beneficial effect on sensitive land uses by minimizing noise impacts.

Implementation policies N7 and N8 would establish a noise ordinance and require that new City equipment would meet noise reduction performance standards. These measures would have positive environmental consequences by contributing to the overall reduction in noise for the city.

Noise Evaluation and Mitigation

The following decision tree (Figure N-4) provides a general methodology to be followed in the evaluation of potential noise problems associated with new development in the Carpinteria Planning Area.

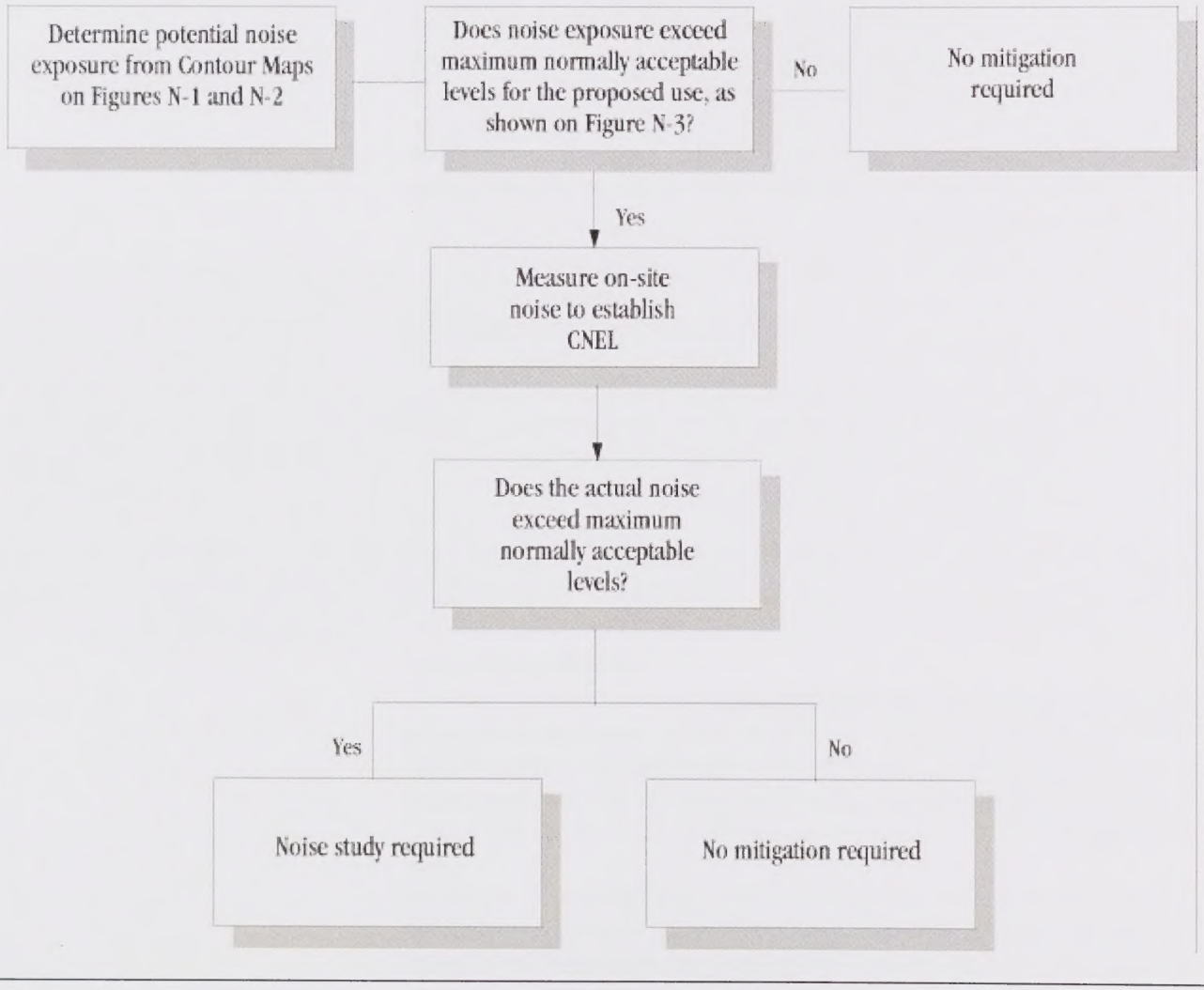
When mitigation must be applied to new development to ensure an acceptable noise environment, the following approaches shall be considered. First preference shall be given to approach (a). Second preference will be given to approach (b). Approach (c) will be used only if neither (a) nor (b) will achieve desired noise conditions.

a. Site layout, including setbacks, open space separation and shielding of noise sensitive uses with non-noise-sensitive uses (see the Community Design Element for examples).

b. Acoustical treatment of buildings (see the Community Design Element for examples).

c. Structural measures Construction of earthen berms or wood or concrete barriers.

Figure N-4: Decision Tree



Public Facilities & Services

INTRODUCTION

Local government is concerned with the task of supplying essential public services, implementing regulations in the interest of public health and safety, and providing for the general welfare of the community. As one of the major responsibilities of local government, planning provides an effective means of integrating the availability of public facilities with the desires and needs of existing and future residents. The purpose of this element is to review the major public and private services and facilities existing in the Carpinteria Planning Area and to relate this information to future needs.

Some of the services and facilities available in the Planning Area are provided by the City. However, there are also a variety of other agencies providing services within the Planning Area. Servicing agencies include public and private utility companies, a number of special districts and the County of Santa Barbara. The decisions and actions of these agencies may influence the physical and economic development of the Planning Area. The following analysis will address the major services: water, sewer, schools, police and fire, leisure services, library, and solid waste. Information is presented to develop goals for serving the health, safety and welfare of both current and future residents of the Carpinteria Planning Area.

The following Coastal Act policies pertain to public facilities and services:

30254. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or established except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

Resource protection and provision of public services are also addressed in other sections of the Coastal Act. Section **30231**. of the Coastal Act requires that depletion of groundwater supplies be prevented. Section **30241.** requires that public service and facility expansions and non-agricultural development do not impair agricultural viability either through increased costs or degraded air and water quality.

DOMESTIC WATER SERVICE

Domestic water service in Carpinteria is subordinate to two components: supply and distribution system. Supply is an issue in much of the South Coast area; the Carpinteria Valley is no exception. Water is supplied by the Carpinteria Valley Water District (CVWD) through line and storage facilities controlled by the district. The District connected to State water in November of 1997.

SANITARY SEWER SERVICES

Wastewater collection and treatment services are managed by the Carpinteria Sanitary District (CSD). This community-wide service agency has the obligation of operating and maintaining this system for the transmission, treatment and disposal of sewage generated within this area. CSD is also responsible for providing treatment to the level necessary to meet various discharge requirements set by the Regional Water Quality Control Board and other state and federal agencies.

Currently, service is provided to areas both within and outside the corporate limits of the city. Sewage generated in this area is conveyed

through district lines to the treatment facility located between Olive and Oak Avenues, south of 6th Street and adjacent to the Union Pacific Railroad. It should be noted that no "nonreclaimable" sewer treatment is available. This is important in the context to limitations on heavier industry uses that often require such services. Appropriately, the land use plan does not encourage those types of uses.

POLICE PROTECTION

Police services within the incorporated City of Carpinteria are provided by the Santa Barbara County Sheriff's Department. Within the State Park police protection is jointly provided by the Santa Barbara County Sheriff's Department and State Park rangers.

Previously, the City's police protection services were provided by the Carpinteria Police Department. During that time, the police department received approximately 550 phone calls per month, of which 180 were written into reports. Carpinteria police records reflect an average of 65 arrests per month, not including 12 drunk driving arrests. Records also indicate 250 parking and moving vehicle citations and 10 auto accidents per month. In general, crime rates are highest for burglary and assault, and lowest for rape, murder or robberies. Burglaries in homes are typically higher during the daytime, and in businesses during the evening hours. Drunk driving and traffic violations are more frequent during the night hours. The police department also actively participated in a number of programs such as: (1) Neighborhood Watch, which is active in (+/-) 16 neighborhoods, with 20 to 25 residents each; (2) school training of youngsters; (3) business training, educating merchants in areas of check acceptance, safety in window displays, etc.; (4) personal crisis consultation in conjunction with local ministers; and (5) cooperation with the State Fish and Game as needed.

FIRE PROTECTION

Under the Fire Protection Law of 1961, the Carpinteria Planning Area is serviced by the Carpinteria-Summerland Fire Protection District. This District covers 40 square miles along the Pacific Ocean. The District is bordered on the east by the Santa Barbara-Ventura county line, and to the west by Montecito. This District provides Carpinteria with an adequate amount of manpower and facilities to service the city in the event of a fire or emergency. There are currently two fire stations that service the city: one within the city (on Walnut Avenue) and one in Summerland, just west of the city.

Current response times range from three minutes (inner city) to five minutes (city periphery). All firemen (full-time and reserves) have EMT-1 training. Though no full-time paramedics are staffed in the District, a private medical service, Mobile Life Services, operates from

within the Carpinteria Fire Stationhouse, providing paramedic and "life essential" services to the city.

Ventura County Engine #25 is available to Carpinteria for first alarm calls through an automatic aid agreement. Through the South Coast Mutual Aid Response agreement, the City may request the assistance of up to 10 fire engines from the Montecito Fire Protection District (to the north). These trucks include a ladder truck, otherwise not available through the District; response times vary from 20 to 30 minutes.

The City has an adequate number and spacing of fire hydrants at present. Hydrants are located in two pressure zones: one south of Sandyland Avenue from Carpinteria City Hall to the County of Santa Barbara, and the second throughout the remainder of the city.

SCHOOLS

Schools within the Carpinteria Planning Area are administered by the Carpinteria Unified School District, which includes Aliso Elementary School, Canalino Elementary (which also includes Canalino Early Childhood Learning Center and Special Education), Carpinteria High School, Carpinteria Junior High School, Main Elementary School and Summerland Elementary School.

LIBRARY SERVICE

The Carpinteria Library is located at 5141 Carpinteria Avenue in Carpinteria and provides service for the city. The library is part of the city of Santa Barbara Central Branch Library District and has been in its present location for 64 years (rebuilt after fire).

SOLID WASTE DISPOSAL

Solid waste produced in the city of Carpinteria is collected by E.J. Harrison and Sons, Inc., located in Ventura. E.J. Harrison and Sons, Inc. provides solid waste collection and disposal for all residential, commercial and industrial areas in the city. Once collected, the solid waste is transported to the Gold Coast Material Recovery Facility and the residual is ultimately deposited in the Simi Valley landfill, 26 miles south of the transfer station.

PARKS AND RECREATION

See the Open Space and Conservation Element for a discussion of park and recreation facilities in the Planning Area.

PUBLIC UTILITIES

Natural Gas

The Southern California Gas Company is the only supplier of natural gas to the city. A franchise fee is paid by the Gas Company to supply the city's gas needs. The Gas Company currently services the city of Carpinteria and will service the outer areas as needed.

The Southern California Gas Company can easily supply natural gas to the outer Planning Area for residential, commercial and industrial use. Inasmuch as the city is not expected to develop heavy industrial uses, new demand for more natural gas is not expected during the life of the General Plan. If, however, heavy industrial uses do increase in the future, an engineering review of natural gas facilities would need to be conducted and the necessary steps for service provision would be taken by the Southern California Gas Company.

Electricity

Electrical service is provided to the city by Southern California Edison (SCE). As the city builds out, SCE will be able to provide additional services as needed.

Telephone

General Telephone Electric (GTE) has historically provided local phone services and will continue to serve the City in the future. Long distance service is available to the public through a variety of phone companies. When the city and its needs expand, the engineering department within GTE will make forecasts and supply the additional phone services. GTE will provide local phone service to the outer areas and long distance services will continue to be provided via several phone companies.

Underground cables are more dominant than overhead lines in Carpinteria and the California Utilities Commission has deemed that cables should be placed underground. There are existing overhead lines in the city that were put up 25 to 30 years ago. Many of these aerials are being replaced with underground cables if the cables are old and replacement is needed, or with new construction.

All new development is required as a condition of approval to underground all utilities.

Cable Television

Cox Cable is the only cable TV franchise company supplying the city with cable TV. When the city expands, further cable TV hookups will be made available.

LOCAL PLANNING ISSUES

Domestic Water Service Issues

Issues related to water service in the Carpinteria Planning Area include:

- Water is a limited resource; therefore, wise allocation of this resource must be made to development uses.
- Empirical data on historic use, available resources, potential new sources and other base data are not always available.
- A cooperative program to develop a database monitoring water resources for the Carpinteria Valley is needed.

Police Protection Issues

Issues related to the provision of police services in the Planning Area relate to City protection during the tourist season.

- Though the County Sheriff's Department staffs personnel generally at a rate of two officers per 1,000 population, the summer seasonal tourists are not added into the resident population figures; yet, the department must provide services year-round. As the city grows, the department will be faced with increasing staff needs to respond to the increasing resident population. There is a need to find solutions for the expected increases in the seasonal tourist population.

Fire Protection Issues

Issues related to potential City growth as identified by the Carpinteria-Summerland Fire Protection District are listed below:

- The City needs to ensure that water pressure and water availability are provided in adequate amounts for all new development.
- As the fire district grows, it will need to provide increased manpower in order to serve effectively.

School Issues

- The existing school system is accommodating students through the use of temporary classrooms. Additional students will continue to overburden the permanent school facilities.
- If student enrollment increases, new facilities will be required.

Objective PF-1: To ensure the provision of adequate water supplies by minimizing consumption and investigating new sources either in existing supply or outside existing sources.

Policies:

PF-1a. The City shall encourage reclamation and groundwater recharge programs (projects) where appropriate.

PF-1b. The City in conjunction with the Carpinteria Valley Water District will establish a database of the most current water resource information and monitor/maintain this baseline data. Further, all development shall comply with the Districts water resource management policies.

PF-1c. The City shall develop fair and consistent procedures that will encourage development proposals most responsive to community goals with regard to protection of water resources.

PF-1d. The City shall reevaluate existing water facility regulations and amend said codes to require new development to utilize water-efficient devices responsive to our water source area.

Objective PF-2: Ensure adequate service systems for the transmission, treatment and disposal of sewage and wastewater generated within this area as well as the disposal of trash, green waste and recyclable material.

Policies:

PF-2a. The City will monitor capacity of the sewer plant to assure adequate service to meet future needs.

PF-2b. The City will maintain open communication with the CSD and coordinate development evaluation as related to this critical service. **GP**

PF-2c. The City shall maintain a waste hauling contract that includes provisions sufficient to comply with State law concerning waste stream reduction and shall ensure through the development review process that adequate on-site waste facilities are established and maintained. **GP**

PF-2d. The City shall support source reduction and recycling efforts through the use of recycled products in all City departments, whenever economically and technically feasible. **GP**

PF-2e. If adequate capacity ceases to be available at the Toland Road or Simi Valley Landfill, the City shall seek other site(s) to accommodate solid waste generated in the city. **GP**

Objective PF-3: The City shall strive to maintain the best possible police and fire safety services for the community.

Policies:

PF-3a. The City shall endeavor to monitor relevant statistics and enforcement criteria to assure adequate police service.

PF-3b. The City shall begin evaluation of potential programs that can resolve seasonal tourist-related police service demands.

PF-3c. The City shall cooperate with the fire district for the purpose of determining district needs and to provide development mitigations as indicated by the study.

PF-3d. The City shall strive to increase district/City communication by initiating development review procedures that incorporate district interaction at the earliest times possible.

PF-3e. The City will require that proposed major projects demonstrate adequate fire and police response times and that the stations serving the proposed project have adequate staff and equipment available to serve increased demand.

GP

Objective PF-4: To assist the school district in continued provision of high-quality educational opportunities for all of the community's youth.

Policies:

PF4a. To continue efforts to cooperatively resolve service demands for educational facilities.

PF4b. To encourage school district input to new development proposals by improved review procedures.

PF4c. The City will cooperate with the Carpinteria Unified School District to ensure sufficient capacity for increases in student population caused by future development projects.

GP

Objective PF-5: To provide a high quality and broad range of public services, facilities and utilities to meet the needs of all present and future residents of the Carpinteria Planning Area.

Policies:

GP

PF-5a. The City will strive to maintain adequate library service for the community of Carpinteria.

PF-5b. The City will require proposed new developments to pay a fair share of the cost of needed public facilities and services. Further, in areas of the city designated for non-residential use but where residential use may be permitted, the City shall monitor total residential development and report annually to the School, Fire, Water and Sanitary districts to permit proper facilities planning by these special districts. **GP**

PF-5c. The City will ensure that new development will not adversely impact services and facilities provided to existing development.

PF-5d. Detailed master plans will be prepared for major facilities and service systems.

PF-5e. The City will improve and extend services and facilities to the extent possible, within the limits of available funding.

PF-5f. Carpinteria will focus City funds on service and facilities improvements to meet existing needs prior to committing funds to the extension of services and facilities to new areas.

PF-5g. The City will coordinate with the appropriate agencies/districts and plan for public facilities to be located and sized to discourage expansion of urban development beyond the transition area of the urban/rural boundary. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses allowed consistent with the provisions of the City's Local Coastal Program.

PF-5h. The City will coordinate with the various public agencies providing services and facilities to encourage the joint use of sites, where feasible, and to otherwise improve the economy of operations. **GP**

PF-5i. The City will maintain liaison with the agencies providing public services within the Planning Area.

PF-5j. The City will require specific plans to analyze the proposed areas, needs for public services and facilities, and to provide for those services and facilities.

PF-5k. The City shall require proposed developments to demonstrate that adequate water supply, water systems and sewer facilities are or will be available to serve the project site.

PF-5l. The City will evaluate use of maintenance districts, where appropriate, to fund the ongoing costs of services and facilities.

Objective PF-6: To ensure that new development is adequately served by utilities and does not impact existing service areas in the community.

PF-6a. The ultimate responsibility to ensure that the facilities (including systemwide improvements) needed to support the project are available at the time that they are needed shall be that of the sponsor or development projects.

PF-6b. Development projects shall not result in a quantifiable reduction in the level of public services provided to existing development, nor shall new development increase the cost of public services provided to existing development.

PF-6c. Development projects within Carpinteria shall be required to:

1. construct and/or pay for the new on-site capital improvements that are required to support the project;
2. ensure that all new off-site capital improvements that are required by the project are available prior to certificate of occupancy;
3. be phased so as to ensure that the capital facilities that will be used by the new development are available prior to certificates of occupancy;
4. ensure that, in the event that public services or off-site capital facilities are impacted prior to development, the level of service provided to existing development will not be further impacted by the new development; and
5. provide for the provision of public services, and shall not increase the cost of public services provided to existing development.

GP

PF-6d. In cases where the City and/or special district requires capital facilities needed by development to be oversized, extended, or otherwise built over and above the minimum necessary to serve the development and the cost of such improvements is greater than the project's fair share of those facilities, at the city's discretion, a reimbursement agreement may be established with the developer to allow him to recoup the cost of providing capital facilities beyond the need directly created by his project from subsequent new development.

GP

PF-6e. Where the City determines that a development project could have a negative effect on municipal income, preparation of a fiscal impact analysis will be required of the applicant(s). In addition, the City will require that the development project provide appropriate mitigation for any identified net costs to the city. To determine the true costs and revenue to be generated by a proposed development, a "case study" rather than an "average cost/revenue" approach shall be taken. When a fiscal impact study is required, the report shall present the following information:

1. Projected revenues to be generated annually over a 20 year period, plus cumulative totals;
2. The annual cost of providing public services and maintaining capital improvements over a 20 year period, plus cumulative totals; and
3. A capital improvement/public services financing program defining how the development will pay for needed capital improvements and how any annual net losses that might be identified in the report will be financed by the development.

Environmental Consequences

Policies regarding public facilities are developed to address allocation, infrastructure and demand for services essential to the operation of the city. Policies concerning water and sewer services focus on allocation, planning and monitoring, and conservation. For instance, water policy calls for equitable and effective allocation of water (P-1b), reclamation and groundwater recharge (P-1c), and a water resources information database (PF-1d), among other policies that would encourage positive environmental effects. These policies would not create any direct negative environmental consequences.

With respect to police and fire services, policies are developed to ensure that adequate police and fire services are provided. Polices such as PF-3a, to monitor police and fire department needs, and PF-3e, that requires new developments to demonstrate adequate fire and police services, are anticipated to have a positive effect on the City by monitoring demand.

School related policies are developed to provide the City with adequate educational facilities. Policies such as PF-4a, to resolve service demands cooperatively with developers, and, PF-4b, to encourage school district input to new development proposals, would act to benefit the school services.

The Public Facilities Element of the General Plan requires that facilities be extended and improved. Once the policy is implemented, development of public facilities, such as new school buildings, installations of pipes and other infrastructure, there is a potential to negatively affect the environment. Negative environmental effects from development of public facilities may result in noise, air pollution, traffic, and temporary construction effects. Development of new pipelines for water and sewer could potentially require creek crossings or other infringements on land conservation areas.

Appendix A – General Plan & Local Coastal Plan Program Environmental Impact Report Summary

Cover Sheet

CITY OF CARPINTERIA

General Plan & Local Coastal Plan

Final Environmental Impact Report

This document is a Final Environmental Impact Report (EIR) evaluating the proposed update to the City of Carpinteria General Plan and Local Coastal Plan. The discussions required under the California Environmental Quality Act can be found in the following locations in the General Plan/Local Coastal Plan EIR:

REQUIRED ELEMENTS	DISCUSSION SECTION
Summary	Appendix A – EIR Summary.
Project Description	Appendix C-2.
Environmental Setting	Setting for each environmental issue described in Sections 3.1 through 3.19 of Appendix B – General Plan & Local Coastal Plan EIR.
Consideration and Discussion of Environmental Impacts	Sections 3.1 through 3.19 of Appendix B – General Plan & Local Coastal Plan EIR; "Environmental Consequences" discussion sections throughout General Plan and Local Coastal Plan EIR.
Consideration and Discussion of Significant Environmental Impacts	Sections 3.1 through 3.19 of Appendix B – General Plan & Local Coastal Plan EIR; Significant effects that cannot be avoided are listed in Table A-1 in Appendix A, EIR Summary; Significant irreversible changes are discussed in Section 4.2 of Appendix B; General Plan/Local Coastal Plan Final EIR Summary, Policy Alternative Report; Growth inducing impacts are discussed in Section 4.1 of Appendix B.
Unavoidable Environmental Effects	Section 4.2 of Appendix B – General Plan and Local Coastal Plan EIR.
Discussion of Mitigation Measures Proposed to Minimize Significant Effects	Sections 3.1 through 3.19 of Appendix B – General Plan & Local Coastal Plan EIR; Table A1 of Appendix A - EIR Summary; Appendix A-2 – Summary of Impacts and Mitigation Measures.
Discussion of Alternatives to the Proposed Project	Section 5.0 of Appendix B – General Plan & Local Coastal Plan EIR; General Plan/Local Coastal Plan Final EIR Sum-mary Policy Alternative Report.
Organizations and Persons Consulted	Section 6.0 of Appendix B – General Plan & Local Coastal Plan EIR.
Discussion of Cumulative Impacts	Sections 3.1 through 3.19 of Appendix B – General Plan & Local Coastal Plan EIR; Appendix A-2 – Summary of Impacts and Mitigation Measures.
Responses to Comments on the Draft EIR	Attached as an appendix to the EIR.

Mitigation Monitoring and Reporting Program	Section 6.0 of Appendix B of the EIR.

General Plan & Local Coastal Plan Final EIR

Summary of Proposed Alternatives and Mitigation Measures

The General Plan & Local Coastal Plan represents the community's collective visioning for preserving and improving the quality of life in the Carpinteria Valley. A successful General Plan update requires public input and consideration and review of public concerns. The City has made every effort to allow public comment and provide a dialogue between City staff and the public. Private citizens, local companies, non-profit organizations and local public agencies presented many ideas and suggestions throughout the General Plan update process. This section summarizes the ideas, proposals and suggestions considered by the City.

1. Sphere of Influence and Housing Element Consistency.

Preparing for future growth was one of the key planning concerns in the General Plan & Local Coastal Plan update ("Update").

According to the most recent Regional Housing Needs Assessment report, the City needed to provide an additional 644 housing units between 1992 and 1997. Although the Housing Element was not part of the Update, the City used the Update process to identify possible residential development sites. To this end, the City studied seven potential expansion areas and considered several rezones within the City.

The City reviewed 12 sites identified in the current Housing Element as potential new housing sites, some of which require expansion of the City's sphere of influence. Since 1992, five of the twelve sites have been developed for a total of 152 units, with an additional 122 units pending before the California Coastal Commission. Although some of the seven remaining sites are still available for residential development, they are not sufficient to meet the 644 unit objective set out in the Regional Housing Needs Assessment report.

Loss of agricultural land was the primary concern related to expanding the City's sphere of influence. The majority of study areas are currently in agricultural use or are zoned for agriculture. Several members of the public opposed conversion of agricultural land to urban uses.

In an effort to provide additional housing and, at the same time, preserve the City's agricultural resources, the Update proposes a compromise position. The proposed Update calls for a very limited expansion of the City's sphere of influence, increases residential density within the existing City limits, and permits limited residential development in some commercial and industrial areas. As a result, the Update mitigates potential project impacts by establishing long-term policies that call for more efficient use of existing land within the City's urbanized area.

2. Land Use Changes.

As part of the Update, the City revised its land use map to ensure consistency between current land uses and zoning designations. The Update proposes the redesignation of 15 sites. The Highway 101 freeway corridor and the Union Pacific Railroad corridor are the largest areas to be redesignated. The freeway, which previously had no designation, has been designated as a Transportation Corridor in order to provide policies for future development of the freeway in a manner consistent with the City's General Plan. The railroad corridor, which was previously not designated in most areas, has been designated to be consistent with adjacent land uses. Similar to the freeway corridor, the Update proposes to designate the railroad corridor at this time so that any future use is consistent with the City's General Plan and Local Coastal Plan policies. The Update redesignates several other sites in an effort to cure minor inconsistencies between current land use designations and zoning.

3. Conversion of Agricultural Land

The Update considered the conversion of agricultural land to urban uses so the City can meet its mandated housing allocation. The Update reviewed several different conversion proposals. The City Council and Planning Commission received numerous public comments on this subject. Many citizens and local agricultural organizations opposed the large-scale conversion of farm land. The City's original proposal included an aggressive expansion of the City's urban limits north to Foothill Road. After extensive public debate and consideration of public comment, the City selected a less intrusive alternative. The proposed alternative greatly reduces the expansion area and provides housing opportunities within the existing City limits. While the alternative does call for the conversion of some agricultural lands (approximately 34 acres) it is a substantial reduction from the original proposal. The reduced conversion area, coupled with the new residential development standards within the City's existing urban boundaries, allows the City to meet its state-mandated housing allocation while preserving the majority of its agricultural resources.

4. Environmentally Sensitive Habitat Setbacks

The City's current Local Coastal Plan includes policies and regulations intended to preserve Environmentally Sensitive Habitat (ESH). While these policies and regulations are adequate, the Update provided the City an opportunity to reevaluate the effectiveness of these policies and regulations. ESH protection is of great local concern. The Carpinteria community has always taken great pride in its natural resources, including the Carpinteria Creek and Carpinteria Salt Marsh. As a result, many citizens, citizen groups, and property owners provided the City with proposed revisions to the EHS setback policy. The current ESH policy calls for 20-foot setbacks with the ability to adjust the setback depending on any unique site conditions. The majority of proposals called for an increase in the setback and clarification of the existing setback policy. The City considered several alternatives that addressed the size of the setback, as well as exceptions to the setback requirements.

The City ultimately selected an alternative that substantially increases the setback and clarifies the standard of review. The Update proposes a 50-foot setback from ESH, which can only be reduced under limited circumstances. The City selected these changes in an effort to protect its natural resources while respecting the fact that the majority of ESH occurs within the City's urban setting. The proposed ESH policy will ensure the long-term protection of ESH while respecting the rights of property owners located within ESH and ESH setbacks.

5. Circulation Element

Future freeway construction and intercity truck traffic received considerable public comment during the Update process. Citizens voiced concerns about future interchange construction along Highway 101 and truck traffic through residential neighborhoods. Since Highway 101 divides the City, any future construction is of great concern. The Update provides a clear standard of review to determine the potential impacts future projects may have to existing intersections. In addition, the Update clarifies Level of Service Standards and provides valuable information for the design of future highway improvements.

In response to public concern regarding truck traffic compatibility, the Update proposes a truck route policy. Traffic safety and compatibility on residential roads, narrow two lane streets and other areas throughout the City that are incompatible with truck traffic were of primary concern. The City also considered the ability of local businesses to ship and receive goods with ease and efficiency. The City believes the Update proposal balances safety concerns and commercial interests. The proposed truck route policy protects residential neighborhoods, while providing safe and efficient routes through the City.

6. Community Design

Carpinteria is a small beachside community with unique neighborhoods, districts, and street corridors. Carpinteria's citizens made it clear throughout the Update process that they wish to preserve the City's charm and character. Based on public comment and its own review of the General Plan, the City determined that the City's current policies do not completely reflect the community's vision for the City. In response, the Update proposes a new community design element. The City believes that a new element is an appropriate way to promote the City's orderly growth. The policies, objectives and implementation policies contained in the new Community Design Element reflect the public comments received during the Update.

General Plan & Local Coastal Plan
Program Environmental Impact Report Summary

This section summarizes the characteristics of the proposed project, the environmental impacts, mitigation measures, and long-term impacts of development.

PROJECT SYNOPSIS

Project Description

The project is an update of the City of Carpinteria's General Plan and Local Coastal Plan. The project management of its resources. document is a combined General Plan and Local Coastal Plan ("the Plan") that has been developed pursuant to California Law (Government Code Sections 65300, et seq., and Public Resources Code 30000 et seq., respectively). The procedure followed for the preparation of the combined Plan was based upon the State of California General Plan Guidelines and Title 14, Division 5.5 of the California Code of Regulations, Sections 13506 through 13514. The Plan includes all required elements of a general plan with the exception of the housing element, which is not being updated as a part of this project. The mandatory elements that are a part of the Plan include Land Use, Circulation, Open Space, Conservation, Noise and Safety. The Plan also includes Community Design, Recreation, and Public Facilities and Services elements. The Plan includes policies and implementation policies that serve as the City's Land Use Plan for the implementation of the policies of Chapter 3 of the California Coastal Act of 1976 concerning coastal resources, hazard areas, coastal access and priority uses. The Plan includes a map of proposed urban boundaries and planned land uses as well as Goals, Objectives, Policies and Implementation policies that will serve to govern the growth of the City and the

The location and extent of the project area is illustrated on page 17 of the Plan. The Plan area includes all of the incorporated City limits of the Carpinteria as well as surrounding areas of the unincorporated Carpinteria Valley.

ALTERNATIVES

Three alternatives to the proposed project were selected for consideration. The alternatives include:

No Project Alternative (No Build). Under this alternative, no additional development would occur in the City or planning area. This no new development alternative would have no impact, either adverse or beneficial, upon environmental conditions in the Carpinteria Planning Area. Assuming that all issue areas are of equal importance, this alternative would be considered environmentally superior to the proposed project. However, prohibiting further development may have the potential to increase development pressure outside the City's Sphere of Influence.

No Project (Current General Plan). This alternative considers adopting no General Plan Update, but allowing buildout under the current General Plan. Because the land use pattern of the Draft General Plan Update is identical to that of the current General Plan, the only difference in overall buildout would be the

elimination of the seven sphere of influence study areas. By eliminating the proposed sphere study areas, this alternative would eliminate the project's significant and unavoidable impact to prime farmland. Reducing overall buildout as compared to the Draft General Plan Update would also incrementally reduce impacts in issue areas where impacts are primarily a result of population growth. On the other hand, land use compatibility and aesthetic impacts would be slightly greater under this alternative.

Reduced Study Area I. This alternative considers adoption of the Draft Land Use Element and other General Plan elements without sphere study areas 1, 4, 5, 6, and 7, which are in agricultural production. The primary purpose of this alternative is to address the impact to agriculture that could occur as under the proposed project. This alternative would eliminate the significant unavoidable impact to farmland in the sphere expansion areas, although conversion of the 32-acre Creekwood site could still occur. The overall reduction in development potential would also incrementally reduce impacts in other issue areas. Land use compatibility and aesthetic impacts would be similar to those of the proposed project, although the farmland preservation may be considered an additional aesthetic benefit.

Reduced Study Area II. This alternative considers adoption of the Land Use Element and other General Plan elements that emerged as the preferred alternative following the release of the Draft EIR for public review. Since this alternative has emerged as the preferred alternative, its impacts are summarized along with those of the original proposal in Table A-1. There are three primary areas of difference between this alternative and the project alternative studied in the Draft General Plan/Local Coastal Plan and EIR:

a. This alternative, as compared to the original proposal studied in the Draft EIR, avoids to the greatest degree feasible the potential impacts to agriculture that would result from the possible expansion of the City's sphere of influence. As such, this alternative would eliminate sphere study areas 3, 4, 5 and 7 and portions of 1 and 6. This would avoid the significant impact identified in the EIR relating to conversion of the sphere expansion areas, although conversion of four sites that are either in agricultural use or proposed to be designated for other use than Agriculture, (the 32-acre Creekwood site, 15 acre Whitney site, the 3.8 acre Cravens Lane site, and the seven acre East Valley school site) could still occur. Although agricultural impacts would be less than under the original proposal, this loss of agricultural land would be an unavoidably significant impact of this alternative. The overall reduction in development potential would incrementally reduce impacts in other issue areas as well and would not create any additional significant impacts beyond those identified for the original proposal. Land use compatibility and aesthetic impacts would be similar to those of the originally proposed project, although the preservation of more farmland may be considered an additional aesthetic benefit.
b. This alternative includes new land use policies that allow for expanded housing opportunties in areas designated for commercial and industrial use (See Objective LU-6, Policies LU-6a and LU-6b and the associated Implementation Measure). The result of these policies is projected to add the potential for 212 units to the City's buildout projection under the existing Land Use Element.
c. The alternative selected also differs from the project alternative in that it includes changes to existing land use designations. Sixteen sites in total are proposed to be redesignated. The purpose of most of the changes is to ensure consistency with the City's zoning map. The following is a list of the parcels proposed for change along with a description of the change in designation:

    1. Parcels 001-180-049, 052, 053, 055, 017, 015, 013; 001-170-012
    (South of Carpinteria Ave, North of the Railroad, East and West of Bailard Ave, known as "The Bluffs"). Currently designated as Planned Unit Development (PUD) in the General Plan and Local Coastal Plan, changed to Open Space/Recreation (OSR).

    2. Parcel 001-180-062

(North of "The Bluffs", east of Bailard, South of Highway 101, known as the Farmer parcel). Currently designated as Planned Unit Development (PUD) in the General Plan and Local Coastal Plan, changed to Research Development Industrial (RDI).

3. Parcel 001-070-052
(North of Via Real, East of Rancho Granada Mobile Home Park, South of Carpinteria Creek, known as Creekwood). Currently designated as Medium Density Residential (MDR) in the General Plan and Agriculture (A1-10) in the Local Coastal Plan, changed to Low Density Residential (LDR).

4. Parcels 003-470-001, 013
(West of Ash Ave, South of Third St, East of Carpinteria Marsh, known as the Carpinteria Salt Marsh Nature Park). Currently designated as Planned Unit Development (PUD) in the General Plan and Local Coastal Plan, would be changed to Open Space/Recreation (OSR) in the updated GP/LCP.

5. Parcel 001-070-012
(Immediately North of Highway 101, East of Casitas Pass Rd, West of Carpinteria Creek, known as the Whitney property). Currently designated as Medium Density Residential (MDR) in the General Plan and Agriculture (A1-5) in the Local Coastal Plan, changed to a uniform Agriculture (AG) designation.

6. Parcel 001-170-021
(South of City Hall, South of the railroad tracks, adjacent to Casitas Pier). Currently designated as Park/Open Space (P/OS) in the General Plan and Coastal Dependent Industry (CD) in the Local Coastal Plan, changed to a uniform Coastal Dependent Industrial (CDI) designation.

7. Parcels 004-104-001 through 004-104-027
(East of Linden Ave, North of Ogan Rd, South of Canalino School, known as Pacific Village). Currently designated as Medium Density Residential (MDR) in the General Plan and Single-Family Residential (SFR) in the Local Coastal Plan, changed to a uniform Low Density Residential (LDR) designation.

8. Parcel 003-161-001
(South of Ogan Rd, North of Highway 101, East of Linden Ave). Currently designated as Low Density Residential (LDR) in the General Plan and Public Utility (UT) in the Local Coastal Plan, changed to a uniform Public Facility (PF) designation.

9. Parcel 003-590-051
(East of Santa Ynez, North of Highway 101, West of Chaney Ave, South of Dahlia Ct). Currently designated as Parks/Open Space (P/OS) in the General Plan and Medium Density Residential (MDR) in the Local Coastal Plan, changed to a uniform Medium Density Residential (MDR) designation.

10. Parcel 004-011-043
(East of Sterling, West of Franklin Creek). Currently designated as Low Density Residential (LDR) in the General Plan and Parks/Open Space (P/OS) in the Local Coastal Plan, changed to a uniform Open Space/Recreation (OSR) designation.

11. Parcel 004-013-027

(North of Via Real, East of Cravens Ln, West of Franciscan Village). Currently designated as Medium Density Residential (MDR) in the General Plan and Planned Unit Development in the Local Coastal Plan, changed to General Commercial (GC).

12. Parcels 003-313-007 through 003-313-010 and 003-314-002, 003, 004
(East of Linden Ave and Cactus Ln, West of Maple Ave, North of Sixth St, South of Citrus Pl, known as East Side Downtown Residential). Currently designated as Medium Density Residential (MDR) in the General Plan and Local Coastal Plan, changed to General Commercial (GC).

13. Union Pacific Railroad Right-of-Way
Previously undesignated land use, as well as Commercial (C) land use designation near Linden Ave in the General Plan and Local Coastal Plan, are changed to reflect the land use designations immediately adjacent to the Railroad Right-Of-Way. Moving east to west these designations include General Commercial (GC), Research Development Industrial (RDI), Open Space/Recreation (OSR), Planned Unit Development (PUD), Coastal Dependent Industrial (CDI), OSR, Low Density Residential (LDR), Public Facility (PF), GC, General Industrial (GI), GC, OSR, Medium Density Residential (MDR), PF, MDR, and GC.

14. Parcels 004-105-007, 008, 010 and 003-314-005, 006, 007
(North of the Railroad, East of Linden Ave, South of Seventh St, West of Palm Ave). A new land use policy applies to these parcels. This policy expands the Residential Overlay District (R-Overlay) on these particular parcels that are currently designated as Industrial (IND) in the General Plan and Local Coastal Plan.

15. Parcels 003-242-033, 002, 003, 025, 026, 007, 005, 007 and 003-110-009, 014, 015, 008
(Adjacent to Carpinteria Ave, East of Reynolds Ave, North of Ninth St, West of Franklin Creek, South of Highway 101). New Land Use Element Policy expands use of the Residential Overlay in Commercial zoning districts to include these parcels.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table A-1 identifies the environmental impacts and proposed mitigation measures of the original proposal that was the subject of the Draft EIR and the Reduced Study Area II alternative that emerged as the preferred alternative during the public review process for the General Plan/Local Coastal Plan. Impacts are categorized by classes. Class I Impacts are defined as significant and unavoidable adverse effects that require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and require findings to be made under Section 15091 of the *State CEQA Guidelines.* Class III impacts are considered less than significant impacts, and Class IV are beneficial impacts. Impacts are identified by class in Table A-1. Please note that there are no Class II, significant but mitigable impacts listed. This is because all of the policies recommended in the Draft EIR to mitigate potentially significant impacts have been incorporated into the current version of the General Plan. With inclusion of these policies in the General Plan itself, all of the Class II impacts identified in the Draft EIR have been reduced to Class III impacts. The only significant impact associated with either the original proposal or the Reduced Study Area II alternative (which, as discussed above, has emerged as the preferred alternative) is the Class I, unavoidably significant impact relating to agricultural land conversion. The Mitigation Monitoring Program has been included in Appendix B.

Table A-1: Summary of Environmental Impacts and Mitigation Measures

Class I – Unavoidable Adverse Impacts	
Impact	**Mitigation Measures**
Land Use	
Agricultural Conversion. The original proposal could convert up to 184 acres of agricultural land to urban uses; the Reduced Study Area II alternative could convert up to 43 acres of agricultural land.	Policies and implementation policies call for the maintenance of a green belt, Williamson Act contracts, prevention of agricultural and residential land use conflicts, zoning, working with the County to preserve agricultural lands (see Section 3.8, Land Use). Nevertheless, the conversion of prime agricultural land on the Creekwood property and/or in the Sphere of Influence expansion areas would constitute a significant and unavoidable impact.
Class III – Less Than Significant Impacts	
Geologic Processes	
Topography and Landforms Development under either the original proposal or the Reduced Study Area II alternative could alter topography and result in soil compaction and erosion	Policies and implementation policies call for preservation of views, protection of visual and biological resources, designs that are compatible with the natural terrain, and design that minimizes grading and other site preparation (see Section 3.1).
Seismic, Geologic, and Soil Hazards. Additional development under either the original proposal or the Reduced Study Area II alternative would increase potential for ground rupture, liquefaction, rock fall, tsunami inundation, and soil expansion and settlement	Policies and implementation policies call for design criteria for earthquake related hazard, setbacks from hazard areas, avoidance of hazard areas.
Air Quality	
Both the original proposal and the Study Area II alternative are considered consistent with the Clean Air Plan.	Open Space, Recreation & Conservation Element, Circulation Element, and Community Design Element policies include discouraging development that would affect air quality, use of alternative transportation, and energy efficient building design.
Water	
Surface Water Flooding. Additional development under either the original proposal or the Study Area II alternative would increase potential exposure to flooding.	Safety Element policies include adherence to ordinances, discouraging development within flood zones, setbacks from channels, and study of flood plains (see Section 3.3).
Groundwater. Development under either the original proposal or the Reduced Study Area II alternative would increase demand on groundwater supplies.	Open Space, Recreation & Conservation Element policies call for adherence to the safe yield, restrictions on private wells, confirmation of reserves before permitting a new use, and improvements to water quality (see Section 3.3).
Biological Resources, Flora	
Development associated with either the original proposal or the Reduced Study Area II alternative	Open Space, Recreation & Conservation Element policies call for restoration and protection of creek corridors, protection of El Estero Marsh through setbacks and other limitations, consideration of oak trees in development, and development of an oak

could increase runoff, potentially polluting El Estero Marsh, and development could adversely affect oak trees in Expansion Area 6.	tree ordinance.
Biological Resources, Fauna	
Development under either the original proposal or the Reduced Study Area II alternative could increase runoff, potentially polluting El Estero Marsh.	Open Space, Recreation & Conservation Element policies and additional measures that would mitigate impacts to the fauna are described above and in Section 3.4.
Noise	
Roadway and Railroad Traffic, Stationary Sources, and Nuisance. Future development under either the original proposal or the Reduced Study Area II alternative could be exposed to traffic noise exceeding normally acceptable levels; noise from industry, agriculture, and nuisance sources could increase.	Draft Noise Element policies and implementation policies include noise compatible land use design, noise attenuation measures, traffic reduction, truck routes away from sensitive uses, cooperation with the agricultural industry to minimize farm noise, scheduling of outdoor events at appropriate times, and establish a noise ordinance (See Section 3.6).
Light and Glare	
Development under either the original proposal or the Reduced Study Area II alternative would potentially increase light and glare throughout the City.	*Community Design Element policies would ensure that lighting impacts remain at acceptable levels.*
Natural Resources	
Oil resources would not be affected by increased development under either the original proposal or the Reduced Study Area II alternative.	No mitigation measures are required.
Risk of Upset	
Development has the potential to increase hazardous materials use and transport under either the original proposal or the Reduced Study Area II alternative.	Draft Safety Element policies call for upgrading policies for use, storage and handling, of hazardous materials. City policies reflect County and State policies, and consider compatibility of land uses (see Section 3.10).
Population	
Population growth under the original proposal or the Reduced Study Area II alternative could create land use conflicts, increase demand for services, and affect attainment of air quality goals. Elimination of most of the potential Sphere of Influence expansion areas under the Reduced Study Area II alternative would minimize the potential for conflicts with agricultural lands.	Effects of population growth are addressed in various General Plan Elements, as discussed in Sections 3.2, Air Quality; 3.8, Land Use, 3.13, Transportation/ Circulation, 3.14, Public Facilities and Services, and 3.16, Utilities. No additional mitigation measures are required (see Section 3.11).
Housing	
Growth would increase the demand for housing in the City. The original proposal would	Existing Housing Element policies require the General Plan and Zoning Ordinance to provide for housing needs, a variety of housing types, and locating housing near services and facilities (see Section 3.12).

accommodate up to 734 new housing units; with the allowance for residential development in some commercial and industrial areas, the Reduced Study Area II alternative would accommodate up to 432 new units.	
Transportation and Circulation	
Increased development under either the original proposal or the Reduced Study Area II alternative would affect traffic operations throughout the City.	Master Facility Plan and the Draft Circulation Element plans and policies state that the City will work with Caltrans and the County to improve freeway related problems, consider all possible funding sources, and implement and require that new projects meet City plans (see Section 3.13).
Public Services	
Police Protection. Growth under either the original proposal or the Reduced Study Area II alternative would incrementally increase demand for police services.	Public Facilities & Services Element policies include encouraging monitoring of relevant performance standards, evaluation of season demands, location of new developments within adequate response times (see Section 3.14). Significant impacts are not anticipated.
Fire Protection Services. Growth under either the original proposal or the Reduced Study Area II alternative would result in an increased demand for fire protection services	Public Facilities & Services Element policies include City assessment of the fire district's needs, regulation enforcement, and improvement of communication with the fire district (see Section 3.14). Significant impacts are not anticipated.
Schools. Growth that could occur under either the original proposal or the Reduced Study Area II alternative would increase enrollment in the Carpinteria Unified School District.	Public Facilities & Services Element policies would require cooperative efforts between the City and CUSD, encourage school district involvement in development proposals and planning (see Section 3.14). Significant impacts are not anticipated with imposition of standard school impact fees on new development.
Library Service. Growth under either the original proposal or the Reduced Study Area II alternative would increase demands on library services.	A Public Facilities & Services Element policy encourages the City to maintain adequate service.
Parks and Recreation. New development under either the original proposal or the Reduced Study Area II alternative would increase demand for park and recreation facilities.	Open Space, Recreation and Conservation Element policies include requiring improved access to coastal areas, passive recreation in natural areas, increased ocean and coastal oriented activities, and development of potential funding sources.
Energy	
Energy demands of additional development under either the original proposal or the Reduced Study Area II alternative could be accommodated.	No mitigation measures are required

Utilities	
Power and Natural Gas. Additional power and natural gas demands associated with either the original proposal or the Reduced Study Area II alternative could be accommodated.	No mitigation measures would be required.
Communications Systems. Additional communication systems demands associated with either the original proposal or the Reduced Study Area II alternative could be accommodated.	No mitigation measures would be required for communication systems.
Water. Additional water demand associated with either the original proposal or the Reduced Study Area II alternative could be accommodated.	Open Space, Recreation & Conservation Element and Public Facilities & Services Element policies include evaluation of new development, no exceedance of the groundwater safe yield, allocation between the County and City, water conservation and supply programs, and requiring projects to demonstrate the adequacy of water supplies (see Section 3.16).
Sanitary Sewer Service. New development associated with either the original proposal or the Reduced Study Area II alternative would increase the amount sewage generation.	Public Facilities & Services Element policies include monitoring of the capacity of the treatment plant, and coordination of system improvements with new development (see Section 3.16).
Stormwater Drainage. Runoff would increase with additional impervious surface area under either the original proposal or the Reduced Study Area II alternative.	Open Space, Recreation & Conservation Element and Safety Element policies include adherence to the County flood plain ordinance, and setbacks from creeks (see Section 3.16).
Solid Waste. Solid waste generation would increase with growth under either the original proposal or the Reduced Study Area II alternative. However, adequate landfill capacity is available to accommodate waste generated in the City.	Compliance with Public Facilities Element policies PF-2(c) through PF-2(e) would minimize solid waste generation and, if necessary, identify additional solid waste disposal facilities. The following policies and implementation policies are recommended.
Human Health	
Impacts related to hazardous materials are discussed under Risk of Upset.	Implementation of Safety Element Policies would mitigate risks to human health (see Section 3.10).
Aesthetics	

Sensitive Viewing Corridors. Development has the potential to affect sensitive viewing corridors under either the original proposal or the Reduced Study Area II alternative. The Reduced Study Area II alternative would minimize such impacts by eliminating several potential sphere expansion areas.	Community Design, Land Use, and Circulation Element policies and principles include requirements to control land uses in these corridors, developments must address scenic resources, preservation of ocean and mountain views, and planning for scenic routes (see Section 3.18).
Cultural Resources	
Future development under either the original proposal or the Reduced Study Area II alternative could potentially affect identified and unidentified cultural resources.	Draft Land Use Element policies and implementation policies include discouraging development on important archaeological or historically significant resources and City review of proposed projects in or adjacent to resources (see Section 3.19). With these policies, significant impacts are not anticipated.
Class IV - Beneficial Effects	
Aesthetics	
Urban Design. New development under either the original proposal or the Reduced Study Area II alternative would be required to incorporate measures to improve visual quality.	The Community Design Element addresses specific design needs of the various neighborhoods and districts of the City. Implementation of design guidelines would benefit the visual quality of the City (see Section 3.18).
Community Character. Development under either the original proposal or the Reduced Study Area II alternative would be expected to conform with the character of the community. The Reduced Study Area II alternative would further minimize impacts to the Carpinteria Valley's agricultural character.	Community Design Element policies would address new development and require conformance to the small town character of the City (see Section 3.18).

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APPENDIX B – General Plan Local Coastal Plan Environmental Assessment

1.0 INTRODUCTION

This appendix is the Environmental Assessment portion of the program environmental impact report (EIR) that examines the environmental effects of the proposed update to the GENERAL PLAN and LOCAL COASTAL PLAN of the City of Carpinteria General Plan. The document has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) and the *State and Local CEQA Guidelines*.[5] According to Section 15168(a) of the *State CEQA Guidelines*, a program EIR should be prepared on a series of actions that can be characterized as one large project. A general plan update is the type of project for which the use of program EIRs is specifically intended.

Section 15166 of the *State CEQA Guidelines* states that the requirements for preparing an EIR on a local general plan, element, or amendment thereof will be satisfied by using the general plan as the EIR with no separate EIR document if:

- *The general plan addresses all the points required to be in an EIR by Article 9 of the Guidelines; and*
- *The document contains a special section or cover sheet identifying where the general plan document addresses each of the points required.*

To this end, this proposed Draft General Plan Update includes all of the environmental analysis required under CEQA and no separate EIR has been prepared., The environmental analysis of each of the Draft General Plan elements is contained in this appendix and within the text of the elements themselves. Within the individual Elements, other than the Land Use Element, a part of the environmental analysis that discusses the potential for the element policies and implementation policies to have environmental consequences is found in gray shaded boxes entitled "Environmental Consequences." All of the elements other than Land Use are specifically intended to avoid environmental effects associated with land development that could be accommodated under the Draft Land Use Element. Therefore, rather than creating environmental impacts, the other General Plan elements primarily serve to alleviate potential environmental impacts.

The Draft Land Use Element, on the other hand, has a somewhat different role in that it specifically allows for development within the City's planning area. Consequently, unlike the other General Plan elements, it facilitates development rather than placing restrictions on development to minimize environmental or other effects. The effects of buildout under the Draft Land Use Element are therefore analyzed in greater detail in this appendix and summarized within the text of the Draft Land Use Element itself.

The City of Carpinteria is the lead agency for the proposed General Plan Update. Because the City is within the Coastal Zone, the California Coastal Commission is a responsible agency for the project.

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[5] The City of Carpinteria has adopted an Environmental Thresholds Manual for the "environmental review of project proposals." The manual is dated and is primarily applicable to specific development projects, as opposed to a General Plan update. It is recommended that the manual be updated with current information, and new thresholds as identified in the General Plan update. The manual is referenced herein where applicable.

Since the public circulation of the Draft EIR, the community has engaged in substantial dialogue about the Draft General Plan and the various alternative plans. As a result of this additional discussion, a number of minor text changes to the General Plan were made and a revised Land Use Plan emerged as the preferred Plan. It was determined that none of the text changes from the Draft Plan studied in the Draft EIR would create additional significant environmental effects. To the contrary, the text changes were generally intended to provide for greater protection of environmental resources. Similarly, the Land Use Plan that emerged through the planning process reduces environmental effects as compared to the plan studied in the Draft EIR by eliminating several areas from the proposed Sphere of Influence for the City, thus avoiding the possibility of conversion of those areas from agricultural to urban uses. The specific changes associated with that alternative (Reduced Study Area II) are discussed in Section 5.4.

2.0 PROJECT DESCRIPTION

The text of the Draft Land Use Element is included in the Draft General Plan. In summary, the Draft Land Use Element allows for possible buildout within the existing City limits, as well as in seven study areas adjacent to, but outside the current City limits. The proposed land use designations for the entire City are shown on Figure LU-1 of the Draft Land Use Element, while the seven possible study areas are shown on Figure LU-3 of the Draft Land Use Element (attached). Maximum possible buildout under the proposed land use designations is shown in Table 1 below.

Table 1: Residential Buildout Potential Under the Draft Land Use Element

Land Use Type	Infill Potential (existing City limit)	Study Area Potential	Maximum Buildout Potential
Single Family Residences	111	437[b]	548
Multi-Family Residences	186	0	186
Total	**297[a]**	**437**	**734**

[a] Based upon currently vacant residentially designated land in the City, from the existing Housing Element.
[b] Assumes 4.6 dwelling units per acre in the 16 acres of developable land designated Low Density Residential (study areas 1, 4, and 5) and 2 units per acre in the 182 acres designated Rural Residential (study areas 1, 3, 6, and 7).

Section 15130 of the *State CEQA Guidelines* requires that EIRs address cumulative impacts using a list of past, present, and reasonably anticipated future projects or a summary of projections contained in a general plan or related planning document. Because the proposed project is a General Plan Update, impacts associated with buildout under the proposed General Plan Update represent the cumulative scenario; therefore, no separate discussion of cumulative impacts is necessary.

3.0 IMPACT ANALYSIS

3.1 GEOLOGIC PROCESSES

Setting

Current geologic conditions in the Carpinteria Planning Area are discussed in the Draft Safety Element and associated Technical Appendix. Potential geologic hazards present in portions of the planning area include fault rupture, ground shaking, liquefaction, landsliding, soil expansiveness, and tsunami inundation.

Impacts and Mitigation Measures

Topography/Landforms. Construction that could occur in the future in accordance with the Draft Plan may require excavation and grading. Such activities could change the topographic relief in some portions of the City, and could also result in compaction, displacement, and other disruption of the soil. Development could result in localized wind or water erosion of soils, or contribute to adverse impacts from additional permeability and runoff.

Various General Plan policies would determine the appropriate intensities of development for different parts of the planning area to avoid substantial topographical alteration. Individual projects will be reviewed for specific impacts and appropriate mitigation measures. The Open Space, Recreation and Conservation Element includes a number of policies to minimize aesthetic effects and hazards relating to grading. These include the following:

OSC-13g. Require new development to protect scenic resources by utilizing natural landforms and vegetation for screening structures, access roads, building foundations, and cut and fill slopes in project design which otherwise complies with visual resources protection policies.

OSC-13h. Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration to the natural terrain.

OSC-13i. Design all new development to fit the site topography, soils, geology, hydrology, and other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Preserve all natural landforms and native vegetation, such as trees. Require all areas on the site not suited to development as evidenced by competent soils, geology and hydrology investigation and reports remain as open space.

Implementation of these Open Space, Recreation & Conservation Element policies is anticipated to fully mitigate impacts relating to changes in topography. No additional mitigation is required.

Seismic, Geologic, and Soil Hazards None of the faults that traverse the Carpinteria Planning Area are considered active (see text of the Draft Safety Element). However, the inferred locations of both the Rincon Creek and Carpinteria Faults pass through the City, as shown on Figure S-1 of the Safety Element. The Rincon Creek Fault crosses the northern portion of Study area 7. Therefore, future development in this area would potentially be subject to hazards relating to surface rupture in the event of an earthquake on the Rincon Creek Fault.

Ground shaking on the order of 0.4 g to 0.6 g has a 10% probability to occur in the Carpinteria Planning Area within the next 50 years. Shaking of this order would result from an earthquake between magnitudes 6.5 and 7.0 along a fault within five miles of the planning area (California Division of Mines and Geology, 1996).

Other potential geologic hazards include liquefaction, tsunami inundation, and landsliding/rock fall. The locations of risk from each of these hazards are shown on Figure S-2 of the Draft Safety Element. High potential for seismically induced liquefaction is present throughout much of the planning area, including portions of five of the seven possible Sphere of Influence study areas. Much of the western part of the City is within the potential limit of tsunami inundation, which is estimated to be at least to 40 feet above sea level. Areas of relatively high landslide, and rock fall potential are primarily located in the northern

portion of the planning area, outside areas of current or planned urban development. However, much of proposed study area 7 is within an area of high rock fall potential.

Potential soil hazards in the planning area include expansiveness and settlement. Areas with high potential for expansiveness are located in the western portion of the planning area and include parts of the Beaches, Downtown, Concha Loma, and Santa Monica/Canalino/El Carro land use districts (see Figure S-3 of the Draft Safety Element). Part or all of study areas 1, 2, and 3 also have high soil expansiveness potential. Areas with high potential for soil settlement include the eastern portion of the City, as well as in the mountainous northern portion of the planning area (see Figure S-3 of the Draft Safety Element). All of study area 5 and a portion of study areas 6 and 7 have high soil settlement potential.

The policies of the Safety Element include measures to reduce death, injuries, property damage, and the economic and social dislocation resulting from natural and man-made hazards. These include the following:

- **Policy S1a** requires that seismic design criteria for habitable building structures be determined based on the maximum ground acceleration anticipated at the project site utilizing the maximum credible earthquake calculated for area faults, as well as the distance from the building site to each fault.
- **Policy S1b** establishes the tsunami risk limit, utilizing a contour elevation of 40 feet above sea level when planning coastal installations and developments.
- **Policy S1c** requires that new developments in areas identified as having high liquefaction potential follow structural engineering foundation design parameters outlined in the Uniform Building Code or obtained through a structural engineering study.
    - **Policy S2a** requires that areas currently identified as landslide terrain be designated open space or that landslide potential be mitigated through current engineering design.
    - **Policy S2b** requires setbacks from the bases of slopes for habitable structures in future development projects.
    - **Policy S3a** prohibits the development of areas identified as having high ground subsidence until a study of the Carpinteria Groundwater Basin is performed to identify the storage capacity, safe yield, and current usage of groundwater.
    - **Policy S3b** requires that all new development comply with the Uniform Building Code, local City building ordinances, and geotechnical recommendations relating to construction in areas identified as having high potential for soil settlement.

Implementation of these policies would be expected to reduce seismic hazards to acceptable levels.

3.2 AIR QUALITY

Setting

The physical and regulatory air quality setting of the City of Carpinteria and the County of Santa Barbara are described in detail in the 1994 Clean Air Plan (CAP), which is incorporated by reference. The 1994 Clean Air Plan is available for review at local libraries, Carpinteria City Hall, and at the Santa Barbara County Air Pollution Control District at 26 Castilian Drive B-23, Goleta, California. The following is a brief summary of the information in that document and other pertinent materials.

The United States Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, while the Air Resources Board (ARB) is the state equivalent in the

California Environmental Protection Agency. Local control in air quality management is provided by the ARB through county-level Air Pollution Control Districts (APCDs). The ARB has established the air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. Carpinteria is located in the South Central Coast Air Basin under the jurisdiction of the Santa Barbara County APCD.

The nearest air monitoring station to the project site is located on Gobernador Canyon Road, about 1 mile northeast of the site. This station measures ozone and nitrogen dioxide, with additional air pollutant monitoring reflective of the general area conducted in Santa Barbara (W. Carrillo Street). Table 2 summarizes the annual air quality data for 1994 through 1996 for the local airshed.

The primary pollutant of concern in Carpinteria is ozone, a secondary pollutant that is not produced directly, but rather is formed by a reaction between NO_x and reactive organic gases (ROG) in the presence of sunlight. Reductions in ozone concentrations are dependent on reducing the amount of these precursors. The major sources of ozone precursor emissions in Santa Barbara County are motor vehicles, the petroleum industry, and solvent usage (paint, consumer products, and certain industrial processes).

Impacts and Mitigation Measures

Because the proposed project is an update of the Carpinteria General Plan rather than a specific development project, the 25 pounds per day significance thresholds adopted by the Santa Barbara County APCD for individual projects do not apply. Rather, the impact of the General Plan Update is considered significant if buildout under the plan would be inconsistent with the land use and population forecasts contained in the CAP. The Santa Barbara County Association of Governments (SBCAG) provides these forecasts.

Table 2: Air Quality Standard Exceedances, 1994-1995

Pollutant	1994	1995
Ozone, ppm - Worst Hour (Goleta-Fairview)	0.13	0.12
Number of days over State standard (>0.09 ppm)	3	3
Number of days over Federal standard (>0.12 ppm)	1[a]	3
Carbon Monoxide, ppm – Worst 1 Hour/8 Hours (Santa Barbara)	5.0/2.8	4.0/1.8
Number of days over State standard (>20.0/9.0 ppm)	0/0	0/0
Number of days over Federal standard (>35.0/9.0 ppm)	0/0	0/0
Nitrogen Dioxide, ppm – Worst Hour (Goleta-Fairview)	0.09	0.05
Number of days over State standard (>0.25 ppm)	0	0
Particulate Matter <10 microns, $\mu g/m^3$ Worst 24 Hours (Santa Barbara)	57	129
Number of samples over State standard (>50 $\mu g/m^3$)	5	2
Number of samples over Federal standard (>150 $\mu g/m^3$)	0	0
Annual Geometric Mean (State standard = 30$\mu g/m^3$)	30.6	28.5
Annual Arithmetic Mean (Federal standard = 50$\mu g/m^3$)	32.6	30.9

Source: ARB, Annual Air Quality Data Summaries.
[a] County Summary. Goleta-Fairview data not available.

As shown in Table 1 in Section 3.0, *Project Description*, the Draft Land Use Element would accommodate up to 734 new dwelling units at full buildout. Based upon the current citywide average of 2.85 residents per unit (California Department of Finance, 1997), this would translate to a population increase of 2,091. When added to the current population of 14,618 (California Department of Finance, 1997), the citywide population at buildout would be 16,709. This is within the SBCAG projected population of 17,559 in

the year 2015 (SBCAG, 1994). Therefore, the Draft Land Use Element is considered consistent with CAP population projections.

The Draft Open Space, Recreation & Conservation Element includes objectives, policies and implementation policies that address air quality concerns. These include the following:

- **Objective OSC-11** states that Carpinteria will conduct its planning and administrative activities so as to maintain the best possible air quality.
- **Policies OSC-11a** through **OSC-11e** discourage development that would adversely affect air quality, promote the reduction of motor vehicle traffic and associated emissions, promote the use of solar heating and energy efficient building design, encourage implementation of local Air Quality Attainment Plan control measures, and encourage agricultural users to minimize air pollutant emissions.
- **Implementation policies 47** and **48** call for the incorporation of relevant policies and strategies of the Santa Barbara County CAP and cooperation in regional air quality plans, programs, and enforcement measures.

The Draft Circulation Element also includes a range of objectives and policies designed to encourage the use of alternative modes of transportation. Implementation of these policies would be expected to reduce motor vehicle travel in favor of walking and bicycling, thereby reducing overall emissions associated with motor vehicle use. These include the following:

- **Objective C-7** calls for the City to increase the use, effectiveness, and social acceptability of alternative modes of transportation. Specific policies would require the implementation of transportation system management plans by major employers (C-7a), development of pedestrian accessibility between residential areas, schools, parks, and shopping areas (C-7b), improvement of streets and other facilities to improve mobility for the aged and handicapped (C-7c and C-7d), provision of continuous sidewalks (C-7e), increased funding for alternative transportation programs (C-7f), and creation of a citywide campaign to promote alternative transportation (C-7g).
- **Objective C-8** calls for the development of bicycle systems and pedestrian facilities. Specific policies would require improvements to bicycle lanes and paths (C-8a, C-8b, C-8c, C-8d, C-8g, C-8h, C-8i, and C-8m), improvements to other bicycle facilities (C-8l, C-8p, C-8q, C-8r), education programs on bicycling (C-8e, C-8j, and C-8k), improvements to pedestrian facilities (C-8f), and development of additional funding sources for bicycle infrastructure (C-8n).
- **Objective C-9** calls for the promotion of public transit use. A number of specific policies are directed at improving service and increasing transit ridership. Refer to the Draft Circulation Element for specific policies.

The Community Design Element also includes a number of principles and policies that encourage the use of alternative transportation modes. These include the following:

- **Objective CD-4** states that neighborhood streets, pedestrian paths, and bicycle paths should be planned as a system of fully connected and interesting routes that should discourage high-speed vehicular traffic for the safety and enjoyment of residents and pedestrians.
- **Policies CD-8f** states that the existing network of lanes, trails, and pedestrian ways should be preserved, reinforced, and extended.

The Community Design Element also contains numerous policies relating to improving the pedestrian/bicycle network in individual communities within the City. See the Community Design Element for specific policies.

Implementation of recommended General Plan policies as they relate to future development projects in Carpinteria would be expected to reduce air emissions associated with buildout under the Plan to within or below Santa Barbara County APCD projections.

3.3 WATER

Setting

Surface Water/Flooding. Information on flood conditions in the Carpinteria Planning Area is presented in the Safety Element and associated background report. Flooding in the planning area is generally produced by winter storms occurring between the months of December and March. Several local streams that discharge into the Pacific Ocean cross through the planning area. These include Carpinteria Creek, Santa Monica Creek, Franklin Creek, Arroyo Paredon, and Toro Canyon Creek. The Carpinteria, Santa Monica, and Franklin Creeks have been channelized by the Santa Barbara County Flood Control and Water Conservation District, the U.S. Corps of Engineers, and the U.S. Soil Conservation Service. The Santa Barbara County Flood Control Engineer has determined that lands above 250 feet elevation in the Carpinteria area would be free from flood hazard in the area of the channelized creeks.

Groundwater. The Carpinteria groundwater basin underlies the planning area. Its capacity is 170,000 acre-feet, while the safe annual yield from the basin is about 5,000 acre-feet. Groundwater quality is relatively good, although high concentrations of iron and manganese have been found in a few locations. Groundwater is further discussed in the Draft Open Space, Recreation & Conservation Element.

Impacts and Mitigation Measures

Surface Water/Flooding. Portions of the planning area that are subject to flood hazards are shown on Figure S-4 of the Draft Safety Element. Areas located within the Federal Emergency Management Agency (FEMA) 100-year flood zone include:

- *Areas adjacent to Santa Monica, Franklin, and Carpinteria Creeks;*
- *The northwest corner of the City; along Highway 101 between Franklin and Carpinteria Creeks;*
- *Areas along the Pacific Ocean coastline; and*
- *The area east of the El Estero Marshland, west of Linden Avenue and south of the Southern Pacific Railroad.*

Development in these areas would be subject to flood inundation during a 100-year storm event. In addition, further development in the planning area would be expected to increase community-wide impervious surface area, thereby increasing overall runoff into area creeks during major storms. This could increase flood potential in other parts of the planning area.

Study area 5, on the east side of the City, drains into a pipe along Via Real that empties to Carpinteria Creek. Study area 7, also on the east side of the City, drains indirectly to Carpinteria Creek, primarily along driveways and small drainage ditches to Bailard Avenue and then to Via Real.

The City's Drainage Master Plan indicates that the Via Real storm drain may need to be extended farther east on Via Real to Poplar Street if development in this area of the City increases. If these study areas

are developed, drainage facilities may need to be further extended. The extent of new drainage facilities will depend on the intensity of future development.

Study area 2, on the west side of the City, drains through a channel on the southeast portion of the area and into a culvert that runs though the under Via Real and Highway 101. This drainage system has experienced some culvert plugging from silt. Improvements for this drainage system to alleviate drainage problems are planned for 1998.

The Draft Safety Element contains several policies to mitigate flood hazards in the planning area. These include the following:

- **Policy S4a** requires that all new development proposed in the 100-year flood zone must adhere to the County of Santa Barbara Flood Plain Management Ordinance, Chapter 15-A of the County Code.
    - **Policy S4b** discourages development of critical facilities within the 100-year flood zone.
- **Policy S4c** requires setbacks from flood control channels, as determined by the Santa Barbara County Flood Control District, to allow access to maintain and enable proper operation of the channels.
- **Policy S4d** requires that the City conduct a flood plain study for the west end of the planning area and confer with FEMA in an attempt to update the 100- and 500-year flood zones in that area.
- **Policy S4e** requires the City to establish a policy preventing further channelization and/or banking of other creeks, rivers, or streams within the planning area. The policy should include setback guidelines for land use planning purposes along natural creek, river, or stream flood plains, and descriptions of opportunities to eliminate existing concrete channels and/or banking from creeks, rivers, or streams.
- **Policy S4f** recommends development of programs to respond to the need to protect existing and future private property improvements from winter ocean wave action.

Groundwater. Buildout under the Draft Plan would increase community-wide water demand by an estimated 600 acre-feet per year. This increased demand would have the potential to adversely affect local groundwater supplies, depending upon the source of water to serve new development. The Draft Open Space, Recreation & Conservation Element has one policy to minimize the effects of increased water demand on local groundwater supplies:

- **Policy OSC-10b** states that the City should continue to support water conservation measures.

Implementation of the subordinate measures would be expected to mitigate impacts to the Carpinteria groundwater basin. No significant impacts to groundwater are anticipated as a result of implementation of the General Plan.

3.4 BIOLOGICAL RESOURCES (FLORA)

Setting

As described in the General Plan Open Space, Recreation and Conservation Element, the Carpinteria area has a wide variety of habitats, including El Estero salt marsh, tidal zones, dunes, riparian habitat, and native plant communities. Many of these habitats are located on or near the coast. Several streams flow south from the mountains through the planning area to the Pacific Ocean. These include Carpinteria Creek, Santa Monica Creek, Franklin Creek, Arroyo Paredo Creek, Rincon Creek, Garapato Creek, and

Toro Canyon Creek. Many of the creeks in the City, including Franklin Creek and Santa Monica Creek, are channelized for flood control purposes.

Vegetation. The Carpinteria area supports mainly chaparral vegetation types, especially on the dry hills to the north of the City. The dominant chaparral community is coastal sage scrub, which includes Black sage (*Salvia mellifera*), Coyote Brush (*Baccgaris pilularis*), and Lemonadeberry (Rus intergrifloia).

Several tree species are present within the stream corridors that cross the City. The dominant species include the California Bay (*Umbellularia californica*), willows (Salix, spp.) big leaf maples (*Acre macrophyllum*), western sycamore (Plantanus racemosa), and coast live oak (*Quercus agrifolia*).

The understory of riparian areas consists of a mix of native and invasive exotic plants. Native dominant understory plants include wild blackberry (*Rubus ursinus*), poison oak (*Toxicodendron diversilobum*), mugwort (*Artemisia douglasiana*), elderberry (*Sambucus maxicanum*), willow smartweed (*Persicaria lapathifolium*), and nettle (*Urtica holosericea*). Non-native plants include bermuda grass (*Cynodon dactylon*), cocklebur (*Xanthium strumarium*), giant reed (*Arundo donax*), and noxious castor bean (*Ricinus communis*).

Habitats found on the coast of Carpinteria include intertidal zones, marshes, and coastal bluff communities. The intertidal zones support various types of algae and seaweeds.

The El Estero Marsh is an important habitat located west of the City. The 230-acre marsh supports freshwater species including willows alkali bulrushes, and cattails and saltwater species of pickleweed, saltgrass, saltbush, alkali heath, sea bite, and the endangered Salt Marsh Bird's Beak (*Cordylanthus maritimus*).

The Carpinteria Bluffs area encompasses about 157 acres located southeast of the City. Bluff area habitat contains native grassland, and scrub communities, including the Central Coast riparian scrub, coastal sage scrub, and coastal bluff scrub.

Impacts and Mitigation Measures

Development that could occur within the current City limits under the Draft Plan would primarily consist of infill residential, commercial, and light industrial development in already urbanized areas. Such development would not be expected to adversely affect important biological habitats or plant species. Further, infrastructure improvements, including roads and bridges, that are planned for in the Draft Plan do not have the potential to adversely affect important biological habitats when developed subject to the policies and implementation policies established for such development.

The proposed study areas, located along the northern edges of the Carpinteria City limits, are primarily in agriculture or developed with greenhouses. Such uses have limited the value of these areas as natural habitat. Vegetation in these areas is typically controlled through manual removal and herbicides to reduce the loss of crops and nursery plants.

Study areas 2 and 3 are, however, near or adjacent to stream corridors (see Figure S-4), while the northern edge of area 7 has a small area with oak trees. Area 2 is located west of Santa Monica Creek and area 3 is located between Santa Monica Creek and Franklin Creek. Area 2 is currently in residential land use, and would not be expected to change; area 3 is primarily developed with greenhouse agriculture; and area 7 is currently an orchard. Potential impacts in each of these areas are discussed below.

Study areas 2 and 3. Development of agricultural land into residential land uses can increase impervious surface and result in greater runoff that can carry sediment and degrade stream water quality. These effects can negatively affect vegetation within stream corridors, as well as the marshes and coastal habitats into which the streams empty.

Because both Santa Monica and Franklin Creeks are completely channelized from Foothill Road to El Estero Marsh, neither has biological value. Both streams do, however, empty into the 230-acre El Estero Marsh, a State designated Environmentally Sensitive Habitat Area (ESHA). As discussed in the Draft Open Space, Recreation and Conservation Element, the marsh provides important habitat to a variety of plant and animals. The marsh ecology could potentially be affected by increased sedimentation and polluted runoff from study areas 2 or 3. Of particular concern for El Estero marsh is the Salt Marsh Bird's Beak, an endangered plant species.

The following Draft Open Space, Recreation & Conservation Element policy is specifically intended to mitigate potential impacts relating to urban runoff:

- Policy OSC-6d **requires public or private development to locate development outside creek corridors, established by creek setbacks, except when a location is necessary for protection of public health and safety or the location is necessary for infrastructure.**

In addition, several other Draft Open Space, Recreation and Conservation Element policies would restore stream corridors (Policies OSC 6a – OSC 6f**), protect the El Estero Marsh (**Policies OSC 3a- OSC 3b**), and provide protection within ESHAs (**Policies OSC-1a and OSC-1b**). These policies would mitigate effects of development, restore creek corridors, develop new standards for development in riparian and watershed areas, and preserve El Estero Marsh.**

Implementation of proposed policies would be expected to mitigate the impact of urban runoff in El Estero Marsh.

Study Area 7. Study area 7 includes small groves of oak trees near existing homes and along the north edge of the Study area. These oak trees could be damaged or lost if this area is developed for more intensive purposes. The Draft Open Space, Recreation and Conservation Element indicates that oak trees require special management since they are easily harmed by surrounding land uses. Encroaching development and over-watering that results from landscape irrigation could harm the roots of oaks.

The Draft Open Space, Recreation and Conservation Element includes specific policies to protect oak trees. These include the following:

- **Policy OSC-7a** states that oak trees, because they are particularly sensitive to environmental conditions, should be protected.
- **Policy OSC-7b** states that when sites are graded or developed, areas with significant amounts of native vegetation should be preserved.

The element also states that an oak tree ordinance should be developed that would include provisions for the design and siting of structures to minimize the impact of grading and other development. With implementation of these policies, impacts to oak trees would be avoided.

3.5 BIOLOGICAL RESOURCES (FAUNA)

Setting
The coastal areas of Carpinteria contain a variety of habitats, including intertidal zones, riparian, marshes, coastal bluffs, and coastal chaparral communities. The intertidal zones support a range of species, including of barnacles (*Balanus glandula*) , limpets (*Colusella digitalis*) mussles (*Mytilus californianus*), and various types of anemones and sea stars.

The Carpinteria coast is also home to the harbor seal hauling grounds at the base of the Carpinteria Bluffs. The white-tail kite also uses the open spaces of the bluff's grasslands and scrub to forage. The coastal waters, wetland and streams are important to a variety of fish species, including the endangered Steelhead Trout (*Oncorrhynchus mykiss*), which uses the upper portions of Carpinteria Creek, and the Tidewater Goby *(Eucyclogobius newberryi)*, which uses the El Estero Marsh. Off shore, the Carpinteria Reef is the most diverse habitat south of point Arguello. The reef includes many fish species, including opaleye and halfmoon and the *Elysia* and *Tigripus* invertebrate species.

Stream corridors in Carpinteria are habitat for a number of bird species, including various warblers, the chat, willow flycatcher, cuckoo, and swift. The Monarch Butterfly uses the coastal areas of Carpinteria as wintering grounds and can be found in large number s in trees in Salzgeber Meadow near Carpinteria Creek and in the Chevron buffer zone, also known as Arbol Verde. The winter clusters of the butterflies represent the most sensitive period of the Monarch's life cycle.

In addition to those discussed above, several species of particular importance occur in the planning area, as listed in Table 3.

Table 3: Sensitive Fish and Wildlife Species Potentially Occurring in Project Area

Species	Scientific Name	State Status	Federal Status
Tidewater Goby	Eucyclogobius newberryi	E	E
Steelhead Trout	Oncorrhynchus mykiss	CSC	PE
Southwestern pond turtle	Clemmys marmorata pallida	CSC	C2
Two-striped garter snake	Thamnophis hammondii	CSC	C2
Beldings Savannah Sparrow	Passerculua sandwichensis beldingi	CSC	None
Willow flycatcher	Empidonax traillii extimus	E	PE
Light-footed clapper rail	Rallus longirostris levipes	E	E
Least Bell's vireo	Vireo belli pusillus	E	E
Tricolored blackbird	Agelaius tricolor	CSC	C2
Loggerhead shrike	Lanius ludovicianus	CSC	C2
Yellow warbler (nesting)	Dendroica petechia brewsteri	CSC	None
Sharp-shinned hawk	Accipiter striatus	CSC	None
Cooper's hawk (nesting)	Accipiter cooperi	CSC	None
Merlin	Falco columbarius	CSC	None
Yellow-billed cuckoo (nesting)	Coccyzus americanus occidentalis	SE	None
Yellow-breasted chat (nesting)	Icteria virens	CSC	None
Black swift (nesting)	Cypseloides niger	CSC	None
Vaux's swift	Chaetura vauxi	CSC	None
Virginia's warbler	Vermivora virginiae	CSC	None
Spotted bat	Euderma maculata	CSC	C2
Pacific western big-eared bat	Plecotus townsendii townsendii	CSC	C2

E=Endangered; T=Threatened; PE=Proposed Endangered; CSC= California Species of Special Concern; C2=Category 2
[a] *California Department of Fish and Game (August 1994), Special Animals and (January 1995), Endangered and Threatened Animals of California.*

Impacts and Mitigation Measures

Future development within the current City limits would primarily consist of infill development in already urbanized areas. Such development would not be expected to significantly affect biological habitats.

As discussed in Section 3.4, *Flora*, study areas 2 and 3 are located near or adjacent to stream corridors that empty into El Estero Marsh, a State designated ESHA. The marsh, which is important habitat to a variety of animal species, could potentially be affected by increased sedimentation and polluted runoff from study areas 2 or 3.

Of particular concern for El Estero marsh is the tidewater goby (*Eucyclogobius newberryi*), a Federal and State designated Endangered fish. Increased sedimentation from development is potentially detrimental to the shallow tidewater goby breeding beds. In addition to the goby, two endangered bird species, the light-footed clapper rail (*Rallus longirostris levipes*) and Belding's savanna sparrow (*Passerculua sandwichensis beldingi)*, inhabit the marsh.

The Draft Open Space, Recreation & Conservation Element includes several policies specifically intended to mitigate biological habitat impacts relating to urban runoff. These are

discussed in Section 5.4, *Flora*. With implementation of these policies, no significant impacts to local fauna are anticipated.

3.6 NOISE

Setting

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). A doubling of sound energy is equivalent to an increase of 3 dB. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes are generally not perceived. Typical ambient sounds range from 30 dBA (very quiet) to about 85 dBA (very loud). Typical exterior ambient noise levels away from obvious noise sources are about 50 to 55 dBA.

There are many rating scales for noise, the most widely-used being the Day-Night Average Level (Ldn) and Community Noise Equivalent Level (CNEL). Both methods aggregate noise levels over a 24-hour period, accounting for the annoying effects of sound, particularly at night. In general, interior sound levels exceeding 45 dBA CNEL are considered intrusive. Typical building construction materials filter out about 20 dBA. Based on the Draft Noise Element, exterior sound levels up to 70 dBA CNEL are conditionally acceptable for housing, lodging, or meeting facilities, provided adequate building design and construction materials are used to reduce interior noise levels. The Environmental Thresholds Manual sets this level at 65. The conditionally acceptable exterior noise level for commercial and office buildings is 77 dBA CNEL.

The primary source of noise affecting the City is traffic using U.S. Highway 101. The Union Pacific Railroad corridor carries freight and passenger trains that also produce substantial noise. Other less prominent noise sources within the City include the use of equipment associated with agricultural or industrial uses. See the Draft Noise Element for more information regarding the existing noise environment in the City.

Impacts and Mitigation Measures

Buildout under the Draft Plan would increase ambient noise levels in Carpinteria, both in the short-term (construction noise) and long-term (traffic noise). Additional commercial and industrial development could include truck loading and warehouse areas, both of which could contribute to overall noise increases in the planning area.

Roadway and Railroad Traffic Noise. Figure N-2 of the Draft Noise Element shows projected noise contours in the planning area upon full buildout of the Draft Plan. These projections are based on anticipated traffic increases, which in turn are based on the ultimate land use pattern of the City and surrounding communities. The projected noise contours are generally similar to the existing noise contours, with noise levels in excess of 70 dBA CNEL experienced only near U.S Highway 101 and the Union Pacific rail line. Future residential development within the 55 dBA CNEL contour, which encompasses much of the planning area, would have the potential to be exposed to noise exceeding "normally acceptable" levels.

The Draft Noise Element includes a number of policies to minimize the impacts of traffic noise on nearby land uses. These include the following:

- **Policy N-1a** states that the City will plan noise-compatible land uses or design developments with noise attenuation features near U.S. Highway 101.
- **Policies N-1b and N-2b** encourages the City's cooperation with public and private transportation agencies (Caltrans, railroad operators) to ensure that appropriate noise mitigation measures are installed along U.S. Highway 101 and the rail line. Such measures could include berms and other noise barriers as appropriate.
- **Policies N-1c and N-3c** encourage cooperation with transit providers to increase their services, with the goal of reducing the automobile trips that generate noise.
- **Policy N-3a** encourages site planning and traffic control measures that reduce speeds, which in turn would reduce traffic-generated noise.
- **Implementation policies 1 through 6** further refine the above policies by outlining the procedures necessary to ensure less than significant noise levels on a project-by-project basis. For example, these measures establish Figure N-3 of the Draft Noise Element as the basis for noise thresholds in the City. These measures also require enforcement of California Noise Insulation Standards to ensure acceptable indoor noise levels. Other measures suggest physical alterations to roadways and traffic patterns to reduce noise, including alternative paving materials and "traffic calming" devices that slow auto speeds. Another measure requires the City to establish truck routes that avoid residential areas.

The Noise Element also includes a "decision tree" that outlines the procedure for evaluating individual projects, and their potential exposure to significant noise sources. If it is determined that excessive noise levels could adversely affect a new development, non-structural measures (such as setbacks) are identified as the preferred method of mitigation. If this approach would be inadequate, acoustical treatment of buildings would be the secondary option. Only as a last resort should berms or structural noise barriers be considered.

Implementation of these Draft Noise Element policies is anticipated to reduce impacts to resulting from roadway and rail noise to a less than significant level. No additional mitigation is required.

Stationary Source Noise. Noise generated by industrial plant operations, loading docks and truck traffic can affect adjacent residential and other sensitive land uses. Farm equipment and agricultural packing operations can have a similar effect.

Future industrial and agricultural development in the City would generally be located away from existing and planned noise-sensitive land uses. Consequently, only truck traffic associated with such uses is anticipated to create potential noise impacts.

The Draft Noise Element includes a number of policies to minimize the impacts of industrial and agricultural noise on nearby land uses. These include:

- **Policy N-4a** requires that truck access to non-residential operations be oriented away from noise-sensitive land uses.
- **Policy N-4b** discourages the use of motorized landscaping and cleaning equipment on commercial properties to avoid impacts to nearby residential uses.
- **Policy N-4c** discourages nighttime truck deliveries for commercial and industrial operations near residential land uses.

- **Policy N-4d** encourages the City's cooperation with the agricultural industry to minimize noise impacts from farm operations.
- **Implementation Policy 6** requires the City establish designated truck routes to avoid impacts to residential neighborhoods.

Implementation of these Draft Noise Element policies is anticipated to reduce impacts to resulting from stationary source noise to a less than significant level. No additional mitigation is required.

Nuisance Noise. The City occasionally receives complaints about individual noise sources, including loud parties, events and high school football games. Construction activity is also a source of occasional temporary nuisance noise throughout the City. These noise sources are most effectively addressed on a case-by-case basis.

The Draft Noise Element includes a number of policies to minimize the impacts of nuisance noise on nearby land uses. These include the following:

- **Policy N-5a** encourages scheduling of outdoor events at times that will minimize noise impacts to nearby residents.
- **Policy N-5b** requires that construction activity be timed to minimize impacts to nearby noise-sensitive land uses.
- **Policy N-5c** requires that construction activities use equipment and techniques that minimize noise generation. To that end, implementation measure Nh requires that all new equipment purchased by the City meets noise performance standards consistent with the best available technology.
- **Implementation Policy 7** requires the City establish a noise ordinance to better address the issues described in the Noise Element.

Implementation of these *Noise Element* policies is anticipated to reduce impacts to resulting from stationary source noise to a less than significant level. No additional mitigation is required.

3.7 LIGHT AND GLARE

Setting

Typical sources of light and glare include street lights, lighted parking lots, and lighted signs on commercial structures. The football stadium at Carpinteria High School is another primary source of light while games are in progress. At this time, no existing sources are perceived as a substantial nuisance or safety hazard to nearby residents or motorists. See the Draft Community Design Element for more information regarding this topic.

Impacts and Mitigation Measures

Buildout under the Draft Plan would increase nighttime ambient lighting and daytime glare potential throughout the City. Increased lighting could come from streetlights, parking lot lights, and signs on building establishments. Increased glare could come from building materials, roofing materials and windows reflecting sunlight.

Several policies within the Draft Community Design Element and Draft Land Use Element encourage site planning and lighting techniques that would indirectly minimize the potential for light and glare impacts. Such methods include setbacks, building orientation, separation of incompatible land uses, use

of low intensity lighting, and orientation and design of lighting to avoid spillover onto adjacent properties. The Draft Community Design Element also encourages the use of street trees and non-reflective building materials, both of which would reduce glare impacts.

3.8 LAND USE

Setting

Current Land Use. The current land use pattern in Carpinteria is described in the Draft Land Use Element. The area south of U.S. 101 consists of a mix of uses, including commercial retail development, residential development of varying densities, and two areas of industrial development. The area north of U.S. 101 is almost exclusively residential in character. The only exceptions are two small commercial pockets in the west end of the City and an industrial area at the City's east end.

In general, land use compatibility conflicts are minimal throughout the community. The most significant existing sources of compatibility problems are noise associated with traffic on U.S. 101 and the interface between residential areas and greenhouses/agriculture north of the freeway.

Farmland Classification. In Santa Barbara County, the U.S. Soil Conservation Service Important Farmlands Inventory (IFI) system is used to inventory lands considered to have agricultural value. This system classifies land based upon the productive capabilities of the land, rather than the mere presence of ideal soil conditions. Land is divided into several categories of diminishing agricultural importance.

The areas considered to have the highest agricultural potential are classified as Prime or of Statewide Importance. Prime farmland includes areas with irrigated soils (Class I and II) at least 40 inches deep, a water holding capacity of at least 4 inches, and with the capability of producing sustainable high yield crops. Farmland of Statewide Importance is land other than Prime that has a good combination of physical and chemical characteristics, but without minimum soil depth and water holding capacity requirements.

Other productive farmlands are classified as Unique, or of Local Importance. Unique farmland is land other than prime or statewide importance that supports high value food and fiber crops. Farmland of Local Importance includes dry farming and other non-irrigated lands. Lands that have lesser agricultural potential are classified as "Grazing", "Urban" or "Other." The latter classification includes areas that are generally unsuitable for agriculture because of geographic or regulatory constraints.

Impacts and Mitigation Measures

Land Use Designation Changes. The Draft Land Use Element does not propose any land use designation changes and would therefore continue the current land use pattern throughout most of the City. Although conflicts would be minimal, the proposed land use plan would accommodate additional residential development near U.S. 101, as well as adjacent to greenhouses and agricultural land at the City's northern fringe. Noise could be a concern for residences in either of these locations, while safety concerns may exist in new residential development near agricultural land due to the use of pesticides and other agricultural chemicals.

The Draft Noise Element contains several policies and implementation policies that address noise from U.S. 101 through the use of site planning, use of sound attenuating building materials, and, if necessary, noise barriers (see Section 3.6, *Noise*). In addition, the Draft Open Space, Recreation & Conservation Element includes a number of policies that address potential noise and safety conflicts between

agricultural and urban uses, as discussed below. Implementation of these policies would be expected to mitigate any compatibility impacts relating to noise or safety.

With respect to agricultural conversion, the 32-acre Creekwood property that is within the existing City limits could be converted to a residential use under this alternative. The Creekwood site is considered Prime farmland and no mitigation is available to offset the loss of such farmland. Therefore, conversion of this agricultural site is considered an unavoidably significant impact of the project.

Study Areas. Six of the seven planned study areas (areas 1, 3, 4, 5, 6 and 7) are currently occupied by agricultural land. Areas 1, 4, and 7 are primarily orchards, area 3 is primarily in greenhouses, while Area 5 is primarily in row crops. Combined, these areas make up about 184 acres of agricultural land. Therefore, future annexation and conversion of these areas to urban use would result in a net loss of agricultural productivity in the Carpinteria Valley. In accordance with the *State CEQA Guidelines*, the conversion of prime agricultural lands to urban use is considered a significant impact of buildout under the Draft Land Use Element.

It is anticipated that all of the study areas, if converted to urban use at some point in the future, would be developed with residential uses. In the case of study area 3, the conversion of greenhouses to residential use may reduce compatibility conflicts with adjacent residential uses. The introduction of new residential development adjacent to farmland in areas 1, 4, 5, 6 and 7 would be at very low densities that would create a transition/buffer between more intensive residential and agricultural uses, thus reducing potential conflicts and helping to stabilize the urban-rural boundary.

The Draft Land Use Element includes policies to minimize impacts to agriculture, as well as to minimize compatibility conflicts between urban and agricultural uses. These include recognizing the economic and aesthetic importance of agriculture, continue the recognition of agriculture as a priority for water allocation, and require buffering of agriculture from residential uses..

The Draft Open Space, Recreation & Conservation Element also contains several policies and implementation policies relating to the preservation of agricultural land. These include the following:

- **Policy OSC-9a** calls for maintenance of a greenbelt of agricultural land surrounding the City to clearly define the urban growth boundary.
- **Policy OSC-9b** calls for the maintenance of Williamson Act contracts to help protect agricultural activities.
- **Policies OSC-9d**, **OSC-9e**, **OSC-9f, OSC-9h,** and **OSC-9i** encourage the conservation of agricultural production, call for avoiding the conversion of agricultural land to non-agricultural uses, and discourage further greenhouse development.
- **Policy OSC-9g** encourages locating central transfer areas, warehousing, and shipping facilities in locations that avoid land use conflicts in agricultural areas.
- **Implementation Policy 34** calls for the City to work with Santa Barbara County to develop a formal agricultural property protection agreement.
- **Implementation Policy 36** calls for reduction of compatibility conflicts between agricultural and urban uses through various techniques, including development of buffer zones between agricultural and urban areas.
- **Implementation Policy 38** encourages management of agricultural lands in a manner consistent with applicable Coastal Act policies.

Implementation of the policies of the Land Use and Open Space, Recreation & Conservation Elements would minimize the potential for future impacts to agriculture in the Carpinteria Valley. Nevertheless, the conversion of prime agricultural land that could occur in study areas 1, 4, 5, 6 and 7 and on the Creekwood site would constitute a significant and unavoidable impact of buildout under the Draft Land Use Element.

3.9 NATURAL RESOURCES

Setting
Oil is the only mineral resource known to be present in substantial quantities within the Carpinteria Planning Area. Oil extraction activities in the planning area consist of offshore drilling and extraction platforms, onshore oil storage facilities, a crew boat base, a product transportation terminal, and a natural gas processing plant.

Impacts and Mitigation Measures
Infill development that would be accommodated under the Draft Land Use Element would not be expected to affect the operation of any oil extraction, storage, or processing activities in the City. Because no oil extraction, storage, or processing activities are located of the possible study areas, buildout of these areas would not affect oil resources.

No mitigation measures are required.

3.10 RISK OF UPSET

Setting
The Draft Safety Element provides information on potential risks to public safety from hazardous materials. Two large industrial facilities, the Chevron Oil Company Processing facility and the City of Carpinteria Wastewater Treatment Plant, are currently present in the planning area. In addition, 21 planning area facilities have been identified as handling acutely hazardous materials, while 132 facilities handle pesticides regulated by the State Department of Agriculture. The locations of major industrial facilities within the planning area are shown on Figure S-6 of the Draft Safety Element.

U.S. Highway 101 and the railroad are the main corridors through Carpinteria. Freighter rail cars are known to carry hazardous materials through the City. Crude oil and natural gas pipelines are present in the southeastern portion of the Planning Area.

Impacts and Mitigation Measures
Development that would be accommodated under the Draft Plan would have the potential to increase risks associated with hazardous material use and transport in two ways. First, buildout of the community as allowed under the Draft Land Use Element would increase the citywide population by about 12%. Thus, there would be an overall increase in potential exposure to hazards associated with existing facilities. Second, although the Draft Land Use Element is not anticipated to accommodate new large industrial facilities, the general increase in commercial and light industrial activity in the community would incrementally increase the use of potentially hazardous materials. Therefore, the overall potential for accidental spills would be expected to increase to some degree.

The following policies, as outlined in the Draft Safety Element, are specifically intended to address risks relating to hazardous materials use, storage and transportation:

- **Policy S6a** recommends maintenance and upgrade of policies concerning the use, storage, and transportation of hazardous materials within the City Planning Area.
- **Policy S6b** states that the City policies concerning hazardous materials should reflect the County of Santa Barbara and the State Regional Water Quality Control Board policies and requirements.
- **Policy S6c** states that the City should consider the presence of large industrial facilities, facilities that handle acutely hazardous materials or pesticides, and railroad and utilities right-of-ways in land use planning.

Implementation of these policies would reduce risks associated with hazardous materials use to acceptable levels. No significant impacts are anticipated. Potential risks associated with specific facilities involving the use of hazardous materials that are proposed in the community in the future would be subject to separate environmental review.

3.11 POPULATION

Setting

The City's current population is about 14,600 (California Department of Finance, 1997). Since 1992, the population has increased by about 500, a relatively slow 0.7 percent average annual growth rate. See the Draft Housing Element for more information regarding population and related housing issues.

Impacts and Mitigation Measures

Buildout under the Draft Land Use Element would result in an estimated population increase of about 2,900 people. This represents an increase of about 12% over the current City population of 14,618. Although population growth would not in itself create physical effects to the environment, it could result in secondary impacts. First, such growth could affect the attainment of regional air quality goals. It could also result in additional land use compatibility conflicts and increased traffic congestion. Additional population growth could also result in increased demand for public services and utilities.

Section 3.2, *Air Quality*, discusses potential impacts related to the attainment of regional air quality plans. Land use and traffic issues are discussed in Sections 3.8 and 3.13, respectively. The provision of public services and public utilities are discussed in Sections 3.14 and 3.16, respectively. Policies described in those sections would address impacts related to population growth. Section 4.1, *Growth-Inducing Impacts*, further discusses the growth-inducing implications of extending infrastructure and providing increased levels of public services.

No mitigation measures are required beyond the policies included in the above-referenced sections of the EIR and relevant General Plan elements.

3.12 HOUSING

Setting

The City of Carpinteria currently has approximately 5,583 housing units, about evenly divided between single-family and multi-family dwellings (State Department of Finance, 1997). The current vacancy rate of 9.24% is the highest of any city in the County, possibly due to the high number of seasonally occupied vacation homes in the City. Very little new housing development has taken place in recent years. Since

1992, only 64 new homes have been constructed, an average of about 13 per year since that time (State Department of Finance, 1997).

Based on current zoning, there is sufficient vacant land for an estimated additional 297 units. Based on recent growth rates, full buildout of this area would not occur in the immediate future.

Based on the SBCAG Regional Housing Needs Assessment, the City will need to provide 644 dwelling units to serve various income levels between 1992 and 1999. Because only 64 units have been constructed since 1992, an additional 580 dwelling units would be necessary to reach this regional goal. The Draft Housing Element contains additional information regarding the City's regional fair share allocation to meet affordable housing goals.

Impacts and Mitigation Measures

Growth that could be accommodated under the Draft Land Use Element would increase demand for housing in the City. Based on the anticipated land use pattern within the proposed sphere study areas, as well as infill potential within the City limits, an estimated 734 dwelling units could be accommodated. The Draft Housing Element includes targets for the City's fair share allocation to provide adequate housing to address forecasted regional growth. Under guidelines set forth by SBCAG, an additional 580 dwelling units would be required by 1999 to meet regional goals. At this time, there is not adequate residentially designated land available to meet this goal. Only about 297 homes could be constructed under current zoning. Buildout under the Draft Land Use Element would address this shortfall by allowing adequate residentially designated land.

It should be recognized that even though adequate residentially designated land would be made available under the Draft Land Use Element, there is no guarantee that regional goals will be met. Market demand and local growth control initiatives could keep development at lower levels than anticipated under the SBCAG *Regional Growth Forecast*. Based on recent slow growth patterns in the City, it is probable that such goals will not be met.

The City's existing Housing Element (1995, pages VI-5 through VI-6) has policies related to the provision of adequate housing stock including:

- Require that the City's General Plan and zoning ordinance provide adequate land to meet the City's housing need through 1999, including appropriate sites for very low, low, moderate and above moderate income levels.
- Require that a variety of housing types be constructed.
- Ensure that new housing is appropriately located with respect to public and private facilities, such as schools, and that City services are adequate to meet the City's regional fair share allocation.

Implementation of these Existing Housing Element (1995) policies is anticipated to reduce impacts related to providing an adequate and serviceable housing stock to a less than significant level. No additional mitigation is required.

The Existing Housing Element (1995) also addresses affordability, including several goals and policies to ensure housing is available or a variety of income levels. Additional goals are included to address other objectives, such as the needs of the disabled, the use of energy-conserving materials in housing construction. Environmental review contained within the Housing Element evaluates the effects of such policies, which in

general are intended to lessen potential environmental impacts. No additional mitigation measures are required.

3.13 TRANSPORTATION/CIRCULATION

Setting

Automobiles are the primary form of transportation for most types of trips in Carpinteria, although the City's bikeway system has become increasingly important as an alternative. The City's circulation system is described in detail in the Draft Circulation Element. U.S. 101 is the only freeway in the City, serving as the principal intercity highway. Traffic flow is generally good on the six-lane portion at the eastern edge of the City, but degrades during peak traffic periods on the four-lane portion through the City. Other important regional roads include State Routes 150, 192, and 224. Important arterial roadways providing local access include Carpinteria Avenue, Linden Avenue, Casitas Pass Road, and Mark Avenue. Although most arterials in the City operate acceptably, several of the freeway interchanges have been cited as having confusing and inefficient designs that cause poor operation during peak traffic periods.

Impacts and Mitigation Measures

Full buildout under the Draft Land Use Element would increase the City's population by an estimated 12%. This increase, in combination with cumulative increases in traffic associated with regional growth, would result in an overall increase in traffic levels throughout the City. Most affected by general increases in traffic associated with buildout within the existing City limits would be U.S. 101 and major arterials that accommodate through traffic.

Buildout of the proposed sphere study areas would affect traffic operations, particularly in the northern portion of the City. Specific roads that could experience substantial traffic increases as a result of buildout of the proposed study areas include the following:

- Craven Lane and El Carro Lane would be expected to receive additional traffic as a result of buildout of area 1.
- Santa Ynez Avenue, Foothill Road, and Linden Road would be expected to receive additional traffic as a result of buildout of area 3.
- Foothill Road, Linden Road, and Casitas Pass Road would be expected to receive additional traffic as a result of buildout of area 4.
- Via Real, Bailard Avenue, and Casitas Pass Road would be expected to receive traffic from buildout of area 5 (several environmental documents prepared for the City have identified the need for improvements to the Bailard Avenue overcrossing at U.S. 101).
- Via Real, Bailard Avenue, Mark Avenue, and State Highway 150 would be expected to receive traffic from buildout of area 7.

Both the City's Master Facility Plan (July 1993) and the Draft Circulation Element include numerous plans and policies to address current and projected future traffic problems in the City. The Master Facility Plan includes the reconfiguration and reconstruction of the Bailard Avenue-U.S. 101 interchange, the Casitas Pass Road/U.S. 101 interchange, the Linden Avenue/U.S. 101 interchange, and the Highway 150/U.S. 101 interchange. Draft Circulation Element policies designed to improve citywide traffic circulation include the following:

- **Policies C-1a**, **C-1b**, **C-1c,** and **C-1d** state that the City will work with the County and Caltrans to improve freeway overcrossings and to resolve freeway access and interchange problems.
- **Policy C-3a** through **C-3l** provides for a variety of mechanisms to improve and monitor traffic flow throughout the City.

The Element also includes numerous policies to encourage the use of alternative transportation modes by improving bicycle, pedestrian, and public transit facilities and service. See the Circulation Element for a complete listing of policies relating to alternative modes.

Implementation of the Draft Circulation Element policies, in combination with the specific interchange improvements contained in the City's Master Facility Plan, would be expected to mitigate the traffic impacts of future development in the City. Development of specific road improvements to mitigate the impacts of future development proposals would not be appropriate at this time. Specific improvements will need to be developed as needed in conjunction with future development plans.

3.13 PUBLIC FACILITIES & SERVICES

Setting
This section analyzes impacts to police protection, fire protection, schools, libraries, and medical services.

Police Protection. The County Sheriffs Department provides police services in the City of Carpinteria. The Santa Barbara County Sheriff's Department serves unincorporated areas. These agencies operate independently within their respective service areas.

The department generally receives about 550 phone calls each month, of which about 180 are written into reports. Records indicate about 65 arrests each month. In general, crime rates are highest for burglary and assault, with relatively lower rates for more violent crimes.

The police department actively participates in several community-oriented programs, including Neighborhood Watch, school training of youngsters, and merchant training to help local businesses avoid becoming crime victims.

Fire Protection. The Carpinteria-Summerland Fire Protection District provides service to the greater Carpinteria area. The District is bordered on the east by the Santa Barbara-Ventura County line, and on the west by the community of Montecito. The District currently provides the City with an adequate amount of manpower and facilities in the event of an emergency. There are two fire stations that serve the City: one within Carpinteria (on Walnut Avenue), and the other in Summerland, just west of the City.

Current response times range from three to five minutes. All firemen (full-time and reserves) have EMT-1 training. Though no full-time paramedics are staffed within the District, a private medical service, Mobile Life Services, operates from within the Carpinteria Fire Station, providing paramedic and "life essential" services to the City.

Ventura County Engine #25 is available to Carpinteria for first alarm calls through an automatic aid agreement. Through the South Coast Mutual Aid response agreement, the City may request the assistance of up to 10 fire engines from the neighboring Montecito Fire Protection District. These trucks include a ladder truck, a piece of equipment not otherwise available through the District. Response times from the Montecito Fire Protection District range from 20 to 30 minutes.

Schools. The Carpinteria Unified School District administers public schools in the planning area. The District's facilities include one high school (Carpinteria High School), one middle school (Carpinteria Middle School), and four elementary schools (Aliso, Canalino, Main and Summerland). Canalino Elementary School also includes the Canalino Early Childhood Learning Center and Special Education facility.

The District is currently undertaking plans to reorganize its facilities. Two new schools will be constructed, one in Summerland, the other in Carpinteria. The new Summerland school would replace the existing elementary school in that community, and would be located on a larger parcel of land to facilitate expansion. The new school in Carpinteria would replace Main Elementary School. The existing Main Elementary School is located adjacent to Carpinteria Middle School, and would provide additional space as an expansion of the middle school, integrated into that facility. That facility would house the 6th grade students of Carpinteria Middle School. All elementary schools would become grade K-5, a change from the current grade K-2 (Canalino) and 3-5 (Aliso, Main) configuration within the southern part of the district. Summerland Elementary School would remain grade K-5.

Table 4 shows the current enrollment and capacity of schools within the District. As indicated, each school in the CUSD is currently overenrolled. Portable classrooms are currently used throughout the district to address existing overenrollment.

Library Service. The Carpinteria Library is located at 5141 Carpinteria Avenue. The library is part of the City of Santa Barbara Central Branch Library District and has been in its present location since 1933. Based on input from library staff, the facility is too small to handle current demands, and has inadequate parking for patrons (O'Reilly, 1997). There are no immediate plans for expansion, although there is some potential on-site to increase the size of the building, which seats about 33. Funding is currently provided primarily by Santa Barbara County, with a small amount from the City of Carpinteria.

Table 4: Carpinteria USD Facility Enrollment and Capacity

Facility	Location	1997 Enrollment	Capacity	Percent of Capacity
Carpinteria High School (9-12)	Carpinteria	822	748	110%
Carpinteria Middle School (6-8)	Carpinteria	703	539	130%
Aliso Elementary (3-5)	Carpinteria	395	389	102%
Canalino Elementary (K-2)	Carpinteria	784	766	102%
Main Elementary (3-5)	Carpinteria	315	261	121%
Summerland Elementary (K-5)	Summerland	58	50	116%
TOTAL		**3,077**	**2,753**	112%

Source: Bob Keating, Director of Curriculum and Instruction, Carpinteria USD. Enrollment figures are as of December 1997. Capacity figures are as of 1996.

Parks and Recreation. Carpinteria currently has 11 parks totaling approximately 42.3 acres within its boundaries. The largest of these are oriented toward the ocean, and include the Carpinteria City Beach (6.0 acres) and the beachfront bluff area (8.79 acres) (see page OSC-29 of the Draft Open Space, Recreation and Conservation Element for a complete listing of these facilities). This acreage does not include Carpinteria State Beach, which is an 84-acre regional facility serving the City. City residents also use Lions Park, but this privately owned 3-acre facility is located in an unincorporated portion of the County.

In addition to formal parkland, there are many other recreational facilities that serve the City's residents. These include other nearby beaches, golf courses, school fields, and the Los Padres National Forest. Page OSC-30 of the Draft Open Space, Recreation and Conservation Element provides a complete listing.

Impacts and Mitigation Measures

Police Protection. Growth that could be accommodated under the Draft Land Use Element would increase demand for police protection services. Potential buildout could accommodate a population increase of about 1,700, a 12% over the current population of 14,600. Based on the Department standard of 1 officer per 500 population, demand for about additional six officers would be anticipated. The following Draft Public Facilities & Services Element policies address impacts regarding police protection.

- **Policy PF-3a** encourages the City to monitor relevant statistics and enforcement criteria to assure adequate police services.
- **Policy PF-3b** requires the City to evaluate potential programs that can resolve seasonal tourist-related police service demands.
- **Policy PF-3e** requires that developers demonstrate that their proposals are within adequate response times to law enforcement.

Implementation of these policies is anticipated to reduce impacts related to providing police protection services to a less than significant level. Implementation of Policy PF-3a should account for the increased demand anticipated upon buildout of the Draft Land Use Element, to ensure that adequate funding sources are identified to meet this demand. No additional mitigation is required.

Fire Protection. Growth under the General Plan would result in increased demand for fire protection services. Although there are currently no adopted manpower standards for the City, it is anticipated that new development would require additional personnel and equipment to maintain the current level of service. Other issues of concern include the need to provide adequate water pressure and availability to effectively fight fires. In addition, there is inadequate equipment to fight fires in buildings greater than three stories in height.

The following Draft Public Facilities & Services and Safety Elements policies address impacts regarding fire protection.

- **Policy PF-3c** requires the City to cooperate with the fire district to assess the needs of the district.
- **Policy PF-3d** requires the City to improve communication with the district by initiating development review procedures that involve the district at the earliest possible time.
- **Policy PF-3e** requires that developers demonstrate that their proposals are within adequate response times to fire stations.
- **Policies S-5a and S-5b** require all new structures meet applicable ordinances and codes.
- **Policy S-5c** ensures that roads are designed to accommodate emergency vehicles per County requirements.
- **Policy S-5d** requires the City to cooperate with the fire district to ensure enforcement of applicable fire codes.

Implementation of these policies is anticipated to reduce impacts related to providing fire protection services to a less than significant level. Implementation of Policy PF-3c should account for the increased demand anticipated upon buildout of the Draft Land Use Element, to ensure that adequate funding sources are identified to meet this demand. No additional mitigation is required.

Schools. New development that would be accommodated under the Draft Land Use Element would increase enrollment at the already overenrolled CUSD. Based on standard student generation rates, about 889 new students would be generated upon buildout of the Draft Land Use Element. Table 5 shows the projected enrollment in the district. Assuming that no additional schools are built, enrollment will continue to exceed capacity.

Table 5: Projected Enrollment at Buildout

Facility	1997 Enrollment	Anticipated Increase *	Projected Enrollment
Carpinteria High School	822	120	942
Carpinteria Middle School	703	106	809
All Elementary Schools	1,552	255	1,807
TOTAL	**3,077**	**481**	**3,558**

** Assumes 0.2 high school students, 0.176 middle school students, and 0.425 elementary school students per new residence.*

The following Draft Public Facilities & Services Element policies would address potential impacts to schools caused by new development:

- **Policy PF-4a** requires cooperative efforts between the City and school district to resolve demands for educational services.
- **Policy PF-4b** encourages school district input to new development proposals.
- **Policy PF-4c** requires the City to cooperate with Carpinteria USD to ensure sufficient capacity for increases in student population caused by future development projects.

Implementation of these policies is anticipated to reduce impacts related to providing educational services. Implementation of Policies PF-4a and 4c should account for the increased demand anticipated upon buildout of the Draft Land Use Element, to ensure that adequate funding sources are identified to meet this demand.

Under recent court decisions, school districts can require additional mitigation beyond the required development fees ($1.84 per square foot), if necessary, to mitigate physical project impacts to schools, provided that the General Plan includes language that additional fees would be necessary (the "Mira Rule"). It is presumed that local school districts would enforce applicable fees as appropriate, which would mitigate impacts to school capacity associated with Draft Land Use Element buildout.

Library Service. Buildout under the Draft Land Use Element would increase demand for library services within the City. The existing facility is inadequate to meet current demands, which would call for a 7,300-square foot building based on a standard planning ratio of 0.5 square feet of library per capita. With a projected buildout population estimated at 16,328, the library should be about 8,200 square feet to adequately handle demand.

The Draft Public Facilities & Services Element includes the following policy to address impacts to libraries:

- **Policy PF-5a** encourages the City to maintain adequate library service for the citizens of Carpinteria.

Implementation of this policy is anticipated to reduce impacts related to providing library services. The inclusion of a policy (see discussion under School impacts) to establish a comprehensive fee system to include libraries would ensure that library space remains adequate.

Parks and Recreation. Full buildout under the Draft Land Use Element would increase demand for parks and recreational facilities in the City. Existing City parks and recreation facilities provide a ratio of park lands to population of 2.89 acres per 1,000 people (the State Beach and Lions Park are not included in this calculation). New development would increase demand for these facilities.

The Draft Open Space, Recreation & Conservation Element includes several policies to address this impact:

- **Policy OSC-14a** requires improved public access to coastal recreational areas.
- **Policy OSC-14b** provides for passive recreation uses of natural open space areas, provided natural resources are not damaged.
- **Policy OSC-14c** encourages increasing ocean-oriented recreational opportunities.
- **Policies OSC-14d and 14e** encourage recreational opportunities along coastal areas, including the beach.
- **Policies OSC-14g and 14h** describe potential funding sources for recreational opportunities, and programs to enhance existing recreation.
- **Policies OSC-15a, 15b and 15c** encourage the development of trail facilities throughout the City, as well as the enhancement of existing trails.
- **Implementation policies 52** through **65** provide for the development of new recreational facilities, parks and trails throughout the City, and identify funding sources for these facilities.

Implementation of these policies and measures would ensure the provision of recreational facilities as the City builds out. No additional measures would be required.

3.15 ENERGY

Setting

Southern California Edison provides electrical power to the City while the Southern California Gas Company provides natural gas service. The City currently has adequate supplies of both electricity and natural gas and is anticipated to have adequate supplies for future development.

Impacts and Mitigation Measures

Additional development that would be accommodated under the Draft Land Use Element would increase citywide energy demand but would not be expected to require the development of new sources of energy or use energy in a wasteful manner. New homes and other future developments are expected to incorporate energy efficient designs, in accordance with Title 24 of the California Administrative Code. No significant impacts to energy resources are anticipated.

With implementation of policies in the General Plan, energy demand would be reduced to the degree feasible. No significant impacts are anticipated.

3.16 UTILITIES

Setting

Power and Natural Gas. Southern California Edison provides electricity for the City. SCE anticipates that it will be able to provide power to the expansion of the City over the next 20 years.

The Southern California Gas Company, through a franchise agreement with the City, provides natural gas. Three major gas lines pass through Carpinteria for supply to Santa Barbara north to Paso Robles.

Communications Systems. General Telephone Electric provides phone service for the City of Carpinteria. Several different companies provide long distance phone service. As the City expands, GTE will respond to the new demand. A majority of the phone lines in the City are underground and current City policy requires undergrounding of all new lines.

Water. The Carpinteria Valley Water District (CVWD) provides the domestic water supply for the City. Water is a limited resource in Santa Barbara County and the City has a water allocation program to address this issue. The system incrementally issues annual allocations of water by land use category on a quarterly basis for approved development. Water is distributed throughout the City by a line and storage system. The City's current water delivery system is considered adequate (Becker, 1998).

The CVWD has a supply of about 2,813 acre-feet of water per year for the Carpinteria Planning Area from Lake Cachuma. The District also operates three wells that draw from the Carpinteria groundwater basin, which has a safe yield of about 5,000 acre-feet per year. In addition, about 2,000 acre-feet per year have been allocated to the City from the State Water Project. This allocation has not yet been used by the City and is currently being held as a reserve supply (Hamilton, 1998).

Sanitary Sewer Service. The Carpinteria Sanitation District (CSC) manages wastewater collection and treatment services in the City. In this capacity, the CSC is responsible for maintenance of the collection system and treatment plant, as well as disposal of treated wastewater. Sewage generated in the City is conveyed through district lines to the treatment facility located at 5300 Sixth Street.

The treatment plant was recently upgraded and has a current permitted capacity of 2.0 million gallons per day (mgd). The plant treats about 1.5 mgd of sewage; therefore, there is currently about 0.5 mgd of excess capacity. Based upon a generation rate of 285 gallons per day of sewage per residence (Meiko, 1998), the excess capacity would be enough to serve about 1,750 single-family homes.

Storm Water Drainage. Several creeks cross through the planning area and discharge into the Pacific Ocean. These include Carpinteria Creek, Santa Monica Creek, Franklin Creek, Arroyo Paredo, and Toro Canyon Creek. These drainages constitute the backbone of the City's storm drain system. The Santa Barbara County Flood Control and Water Conservation District, the U.S Army Corps of Engineers, and the U.S Soil Conservation Service have channelized the Carpinteria, Santa Monica, and Franklin Creeks.

The City currently experiences some areas of localized flooding during large storms. These include the north end of Craven's Lane and the area east of the El Estero Marshland, west of Linden Avenue and south of the Union Pacific Railroad (Fry, 1998).

Solid Waste. Solid waste disposal service for the City is provided through a contract with E. J. Harrison and Sons, Inc. Solid waste generated in Carpinteria is collected by E. J. Harrison and Sons, Inc. It is then taken to the Gold Coast transfer station, and finally disposed of at the Toland Road Landfill in Ventura County per an agreement with the Ventura County Board of Supervisors.

Toland Road landfill is operated by the Ventura Regional Sanitation District (VRSD) and is expected to be in operation until 2027, when it reaches it will reach its volume limit. The landfill receives between 900 to 1,500 tons of solid waste daily. When the landfill reaches its 1,500 tons per day limit, solid waste is taken to either the Simi Valley Landfill or the Chiquita. Canyon Landfill located near the Ventura County/ Los Angeles County line east of Piru. The District has a 50 tons per day limit on waste coming in from Carpinteria.

Impacts and Mitigation Measures

Power and Natural Gas. Development that would be accommodated under the Draft Land Use Element would increase demand for electrical power by about 12%. SCE indicates that it can meet this level of demand. Infill development within the existing City limit would receive electrical service from existing power lines. All possible study areas are immediately adjacent to areas that already have service; therefore, required extensions of service would be minimal. No significant impacts to electrical power service are anticipated.

At buildout under the Draft Land Use Element, citywide natural gas demand would increase by about 20% over current demand. SCG indicates that it expects to be able to meet this level of demand (Peterson, 1998). Future infill development could be served by existing natural gas lines. Possible study areas could be served with minor extensions of existing lines. No impact to natural gas service would be anticipated.

No mitigation measures would be required.

Communications Systems. Buildout under the Draft Land Use Element would increase citywide demand for communication service. However, any new development could be connected to the existing phone system without significant alterations to the system or interruptions to service (Hermann, 1998). No impact to communications would be anticipated.

No mitigation measures would be required.

Water. As shown in Table 1 of Section 3.0, *Project Description*, Draft Land Use Element buildout would accommodate an estimated 600 new residences. The standard single family home uses about 1 acre-foot of water per year. For buildout, it is then estimated about 600 acre-feet of water would be needed per year to serve the expanded population.

Table 6 shows the current and future (2020) demand and supply for the City of Carpinteria. As indicated, buildout under the Draft Land Use Element would consume about half of the current surplus

Table 6: Water Supply and Demand at General Plan Buildout

Current Supply	Acre Feet
Groundwater	**5,000**
Cachuma Planning Total	**2,813**
State Water	**2,000**
Total	9,813
Current Demand	
Private Wells (ag. use)	**2,480**
District Municipal and Industrial Sales	**2,520**
District Agricultural Sales	**2,324**
Total	7,324
Total Uncommitted Water Surplus (Supply minus demand)	2,489
General Plan Buildout Demand Increase	***600***
Uncommitted Water Surplus at General Plan buildout (Surplus minus buildout demand)	1,899

Note: Supply and demand information obtained from the Carpinteria Valley Water District

of water available to the City. However, an uncommitted water surplus estimated at 1,899 acre-feet per year is expected to remain at buildout. Therefore, water supplies are considered adequate to serve the level of development that would be accommodated under the Draft Land Use Element.

It should also be noted that conversion of study areas 1, 3, 4, 5, 6 and 7 to urban use would reduce agricultural water demand in the Carpinteria Valley. Therefore, the overall increase in water demand presented in Table 5 likely overstates the actual net increase in demand.

The Draft Open Space, Recreation and Conservation and Public Facilities & Services Elements include policies that would minimize impacts to water supply:

- **Policy OCS-10b** encourages improvements in water quality and conservation for the community water supply.
- **Policies PF1a** through **PF1f** encourage a range of ideas for conserving water, including reclamation, groundwater recharge, monitoring of water resources, and update of water regulations and codes.
- **Policy PF5k** states that the City will require proposed developments to demonstrate that adequate water supply and water systems are or will be available to serve the project site.

Implementation of these water supply policies would be anticipated to mitigate possible impacts to water supply. No additional mitigation is required.

Sanitary Sewer Service. Full buildout under the Draft Land Use Element would add an estimated 734 residences. This amount of new development would generate an estimated 209,190 gallons per day (0.209 mgd) of sewage, which is within the available capacity of 0.5 mgd. Therefore, upgrades to the City's wastewater treatment plant are not expected to be necessary in the future as the City approaches buildout.

The Draft Public Facilities & Services Element includes several policies to mitigate potential impacts to the sanitary sewer system, including:

- **Policies PF2a** states that the City will monitor capacity of to sewer plant to assure adequate service.
- **Policy PF2b** states that the City will coordinate the evaluation of new development with the CSD.
- **Policy PF5k** requires that developers demonstrate the adequacy of sewer facilities to meet the needs of planned development.

With implementation of these policies, the City would be able to plan for possible sewer system upgrades as needed. Therefore, impacts to the local sewer system are not anticipated.

Storm Water Drainage. Infill development within the existing City limits may incrementally increase surface runoff to local drainages; however, because the city is largely built out, no significant increase in runoff is anticipated. Any incremental increases associated with individual development projects would be addressed on a case-by-case basis.

Development in the study areas may also increase impervious surface area, thereby resulting in greater runoff during storms. The amount of runoff and extent of impact to the City's storm water drainage system from development in study areas would depend upon the type and size of future developments.

- **Policy CD-8e** ensures that major north-south streets be designed to preserve views of the ocean and hills to the north.

Implementation of this policy, in addition to the general principles underlying these elements, would minimize impacts to viewing corridors. No significant impacts are anticipated.

Urban Design. In the absence of appropriate urban design criteria, development that could be accommodated under the Draft Land Use Element has the potential to be insensitive to the need for high quality architectural design, landscaping, and public art. It could also result in visually intrusive features, such as inappropriate signs.

The Draft Community Design Element is specifically intended to address such impacts, and nearly all of its policies are intended to guide high quality architecture, site design, and landscape and hardscape elements. The policies within the Community Design Element address the specific design needs of the various neighborhoods and districts of the City, as well as public spaces and streets. Building orientation, heights, and materials are specified, and intended to ensure compatibility with neighboring land uses while enhancing the visual quality of the City. See the Draft Community Design Element for the complete text of these policies, which are broad and comprehensive in scope. No additional mitigation measures are required for urban design impacts.

Community Character. New development that could be accommodated under the Draft Land Use Element would incrementally alter the small town character of the City to a more urban environment. However, most of the new development anticipated under the element would either be infill or limited expansion into the areas immediately north of the freeway and adjacent to existing developed areas. In such cases, the expansion would be visually consistent with existing development, and would not fundamentally alter the small town character of the City.

The Draft Community Design Element specifically addresses such issues. Generally speaking, all of the policies of that element collectively contribute to mitigating this potential impact. However, several specific policies within the both the Draft Land Use Element and Draft Community Design Element directly address potential impacts to the character of the City. In general, the policies require logical, sustainable development that preserves the essential elements of the City and provides its character, including the architecture, coastal orientation, open space amenities, and distinct physical setting. See the Land Use and Community Design Elements for a complete listing of relevant policies.

These policies adequately address potential impacts to the City's small town character. No additional mitigation measures are necessary.

3.19 CULTURAL RESOURCES

Setting

A number of historical properties are found in Carpinteria. The City has established four historical landmarks, while the State of California has established one landmark. These landmarks, described in detail in the Draft Open Space, Recreation & Conservation Element, include:

- Wardholme Torrey Pine, Carpinteria City Landmark #1
- Heath Ranch Park and Adobe, Carpinteria City Landmark #2
- Site of Original Library, Carpinteria City Landmark #3
- Palm Trees, Carpinteria City Landmark #4
- La Carpinteria, California State Landmark #535

Archaeological resources are present in the City as well. According to a records search conducted by the California Archaeological Inventory Information Center at the University of California, Santa Barbara, 25 archaeological surveys have been conducted in the City, revealing 20 archaeological sites.

Impacts and Mitigation Measures

Development that would be accommodated under the Draft Land Use Element would not be expected to directly affect any of the identified historic resources in the City. Future development throughout the City would have the potential to affect both identified and as yet unidentified archaeological resources. However, the Draft Land Use Element includes a policy several implementation policies specifically intended to ensure that important resources are not affected by future development. These include the following:

- **Policy OSC-16a** discourages development on important archaeological or historically valuable sites.
- **Implementation policies 66-70** provide several specific measures to avoid impacts to important archaeological sites, including investigation prior to grading activity, review of development proposals, and possible purchase of important sites.

These measures would generally be expected to avoid impacts to cultural resources.

4.0 LONG-TERM IMPACTS

This section includes the CEQA-required discussions of growth inducing impacts, significant irreversible environmental changes, and ways in which the project may have short-term benefits to the detriment of long-term productivity. Although the primary focus of these discussions is on buildout of the Draft Land Use Element, the analysis considers the overall effects of the entire General Plan Update.

4.1 GROWTH INDUCING IMPACTS

The Draft Land Use Element would accommodate up to 734 new residences throughout the City. It is the specific purpose of the draft plan to accommodate orderly economic and population growth in Carpinteria. Consequently, plan adoption could indirectly induce both population and economic growth in the City, although the level of growth would depend upon a variety of factors, including the local economy and associated demand for housing in the area.

Five of the six areas proposed for expansions of the City's sphere of influence are currently either farmland or greenhouses but could be developed with residential uses under the Draft Land Use Element. Therefore, plan adoption could induce growth in these areas. As discussed in Section 3.8, *Land Use*, conversion of prime farmland in areas 1, 4, 5, 6 and 7 would be considered a significant and unavoidable impact of the proposed project. On the other hand, by including several policies to limit further encroachment into agricultural areas (see the Draft Open Space, Recreation & Conservation Element), the draft plan would limit future growth in outlying agricultural areas of the Carpinteria Valley and associated loss of farmland.

4.2 SIGNIFICANT IRREVERSIBLE CHANGES

Policies contained within the Draft General Plan would generally mitigate impacts associated with development that would be accommodated under the Draft Land Use Element. As envisioned in the plan, the community would retain its small beach town character while accommodating limited population growth and encouraging viable economic development. In a general sense, adoption of the draft plan would not be expected to significantly alter the character or environment of the Carpinteria Valley.

Buildout in accordance with the plan would, however, irreversibly increase the consumption of non-renewable resources such as oil and natural gas. Possible expansions of the City's sphere of influence and subsequent annexation would also irreversibly convert up to about 90 acres of farmland to urban uses, a portion of which is designated as prime farmland. As discussed in Section 3.8, *Land Use*, this conversion is considered a significant and unavoidable impact of the proposed project. It should be recognized, however, that numerous Draft General Plan policies would discourage further annexation or conversion of farmland to urban use (see the Draft Open Space, Recreation & Conservation Element).

4.3 SHORT-TERM USES VS. LONG-TERM PRODUCTIVITY

The Draft General Plan is specifically intended to provide for the planned and orderly development of the City in order to ensure its long-term productivity. The policies contained in the plan are designed to provide for growth that will allow continued economic prosperity while preserving the overall character of the Carpinteria Valley. Therefore, project implementation would serve to benefit the long-term productivity and sustainability of the community.

5.0 ALTERNATIVES

As required by Section 15126(d) of the *State CEQA Guidelines*, this EIR examines a range of reasonable alternatives to the proposed project. Alternatives examined include the CEQA-required "no build" alternative, buildout under the current Land Use Element, and two reduced Sphere of Influence study area alternatives, one of which emerged as the preferred General Plan over the course of the planning and environmental review process (see Section 5.4 for a discussion of this alternative).

5.1 NO PROJECT (NO BUILD)

Under this alternative, no additional development would occur in the City or planning area. Consequently, none of the development that would be accommodated under the Draft Land Use Element would occur and none of the policies contained in any of the General Plan elements would be implemented.

Because this alternative would involve no new development, it would have no impact, either adverse or beneficial, upon environmental conditions in the Carpinteria Planning Area. Therefore, the significant and unavoidable impact to agriculture that would occur in study areas 1, 4, 5, 6 and 7 under the Draft Land Use Element would not occur, nor would the mitigable impacts related to biological and cultural resources, transportation, air quality, noise, utilities, public services, geology, and hazards. Conversely, none of the aesthetic improvements that could occur through implementation of the Community Design Element would occur under this alternative. Similarly, neither the planned improvements to the City's circulation system planned as part of the Draft Circulation Element nor the recreational improvements proposed as part of the Draft Open Space, Recreation & Conservation Element would occur.

Assuming that all issue areas are of equal importance, this alternative would be considered environmentally superior to the proposed project. Nevertheless, it must be recognized, that, with the exception of impacts to agriculture, all impacts associated with buildout of the Draft Land Use Element can be mitigated. Failure to adopt the General Plan Update would preclude any of the public improvements proposed in the update. It should also be recognized that prohibiting any further development in the City may have the potential to increase development pressure outside the City's Sphere of Influence. Development in such areas rather than within the City limits would conflict with both current City and County of Santa Barbara land use policy.

5.2 NO PROJECT (CURRENT GENERAL PLAN)

This alternative would considers adopting no General Plan Update, but allowing buildout under the current General Plan. Because the land use pattern of the Draft General Plan Update is identical to that of the current General Plan, the only difference in overall buildout would be the elimination of the six sphere of influence study areas. This would reduce overall residential buildout by about 303 units as compared to the Draft General Plan Update, which represents a 51 percent reduction in additional residential development potential.

By eliminating the proposed study areas, this alternative would eliminate the significant and unavoidable impact to prime farmland associated with possible conversion of areas 1, 4, 5, 6 and 7 to urban uses. In addition, reducing overall buildout as compared to the Draft General Plan Update would incrementally reduce impacts in issue areas where impacts are primarily a result of population growth. These include public services (police, fire, schools, libraries), utilities (water, sewer, storm drains), traffic, and traffic-related air quality and noise. Although the proposed project's impacts in each of these areas could be mitigated, this alternative's impact would be incrementally lower. It should also be noted that the current City Circulation Element includes several planned roadways north of U.S. 101 that would be eliminated under the Draft Circulation Element Update. The elimination of these roadways may funnel

more traffic onto existing roadways in the future (notably, Casitas Pass Road), thereby increasing traffic congestion on the existing circulation system. In addition, the reduction in overall population growth could incrementally reduce impacts relating to geologic, fire, and risk of upset hazards. Again, although project impacts could be mitigated, this alternative's potential impact in each of these areas is considered slightly lower.

Impacts in the areas of land use compatibility and aesthetics would, however, be considered slightly greater under this alternative. If the City continues to implement the current General Plan, none of the urban design policies recommended in the Draft Community Design Element would be adopted. Therefore, the beneficial land use and aesthetic effects associated with implementation of the design concepts included in the Draft General Plan Update would not be realized. In addition, because study area 3 would not be converted from greenhouse use to urban development under this alternative, ongoing compatibility issues between existing greenhouse operations and adjacent residences would continue. This is considered a potentially significant and unavoidable land use conflict of this alternative.

5.3 REDUCED STUDY AREA I

This alternative considers adoption of the Draft Land Use Element without sphere study areas 1, 4, 5, 6 and 7. All other General Plan elements would be identical to those contained in the Draft General Plan. Removal of the five study areas would reduce citywide residential development potential by about 216 units, a 36% reduction as compared to residential development potential under the proposed project. The primary purpose of this alternative is to address the impact to agriculture that could occur as a result of conversion of agricultural lands outside the current City limits to urban uses.

By removing study areas 1, 4, 5 6 and 7 from the proposed sphere of influence, this alternative would eliminate the significant and unavoidable impact relating to the conversion of prime farmland to urban uses in these areas. Nevertheless, the 32-acre Creekwood property that is within the existing City limits could be converted to non-agricultural uses under this alternative. Because the Creekwood site is considered Prime farmland and no mitigation is available to offset the loss of such farmland, conversion of this agricultural site is considered an unavoidably significant impact of this alternative.

The overall reduction in development potential would incrementally reduce impacts in such issue areas as public services, utilities, traffic, air quality, noise, and geologic and risk of upset hazards. Land use compatibility and aesthetic impacts would be similar to those of the proposed project, although the preservation of additional farmland as compared to the proposed project may be considered an additional aesthetic benefit.

5.4 REDUCED STUDY AREA II

This alternative considers adoption of the revised Land Use Element without sphere study areas 3, and 4, and portions of 6 and 7. Study area 5 was determined to already be a part of the City's Sphere of Influence. The revised Annexation proposal includes four separate areas that illustrated on Figure LU-3 (page 19) of the land use element. This alternative also includes policy guidance for expanding allowances for residential uses in non-residentially designated areas. The plan calls for use of the Residential Overlay zone over certain parcels designated for industrial or commercial uses that would permit residential-only use to be developed. The plan also establishes policy that would permit mixed-use development in the industrial and commercial land use/zoning categories of the city. Both of these new allowances are aimed at increasing housing growth opportunities in the largely built-out community in locations that would have the dual benefit of reducing job generation and therefore housing demand. This scenario represents key components of General Plan/Local Coastal Plan that has emerged as the preferred alternative following public review of the Draft General Plan and EIR that strikes a balance

between the City's built environment, protection of coastal resources, and improving the areas jobs/housing balance. The alternative represents a shift in focus from a reliance on speculative future annexations as a means to accommodate new growth to encouraging more realistic housing growth through infill, densification, and mixed-use projects. The new policies discussed above that increase housing growth opportunities in built areas of the community would accommodate an estimated 212 additional infill units. Overall, this alternative would accommodate up to an estimated 432 residential units over the buildout of the existing City land use plan.

By removing much of study area from consideration for inclusion in the City's Sphere of Influence, this alternative would eliminate the significant and unavoidable impact relating to the conversion of prime farmland within these areas to urban uses. Nevertheless, three other sites that are currently either in agricultural use or are designated for such use under County or City land use plans, including the 32-acre Creekwood site, would continue to create an unavoidably significant impact based on the Reduced Study Area II alternative.

The overall reduction in development potential would incrementally reduce impacts in such issue areas as public services, utilities, traffic, air quality, noise, and geologic and risk of upset hazards. Land use compatibility and aesthetic impacts would be similar to those of the proposed project, although the preservation of additional farmland as compared to the proposed project may be considered an additional aesthetic benefit. Inclusion of the residential overlay in certain industrial and commercial districts would have the potential to create additional compatibility conflicts in these areas; however, appropriate siting and design of residential structures would minimize such conflicts. Although this alternative represents a reduction in overall housing growth potential, because the City has so small a potential for growth under any realistic build-out scenario, the reduction is not expected to have a measurable effect on the areas housing prices due to a limitation on the supply of housing. In any case, the potential economic effect of the land use plan would not be considered a significant environmental impact under CEQA.

6.0 MITIGATION MONITORING PROGRAM

6.1 Responsibility. The Policies and Implementation policies of the General Plan are monitored by the Department of Community Development through annual review with the Planning Commission and City Council in an Annual Report. The Annual Report is also mandated by State law to be sent to the State Department of Housing and Community Development. The Department implements the policies and implementation policies of the Plan primarily in two ways.

6.2 Program Implementation. Policies of the Plan in some cases call for the creation of new programs to carry out the policies of the Plan. The Plan includes time frames for implementation of such programs that range from 2-15 years. The Department reviews these policies annually with the City's Planning Commission and City Council and determines whether they will be included in the City's Annual Work Program and to which Department the work will be assigned for follow through.

6.3 Project Implementation. Policies and Implementation policies also include guidance and standards for the physical development of the City. The Plan includes both direction for regulations to be implemented and specific standards that are to be used in conjunction with other City development regulations as the standard of review for development projects. The Department of Community Development, Planning Division, conducts project review including the preparation of the requisite environmental clearance documentation. Through these processes the policies and standards of the

General Plan/Local Coastal Plan are implemented. Both the Planning Commission and City Council review their effectiveness annually as a part of the City's General Plan Annual Report.

7.0 REFERENCES/PERSONS CONTACTED/PREPARERS

7.1 REFERENCES

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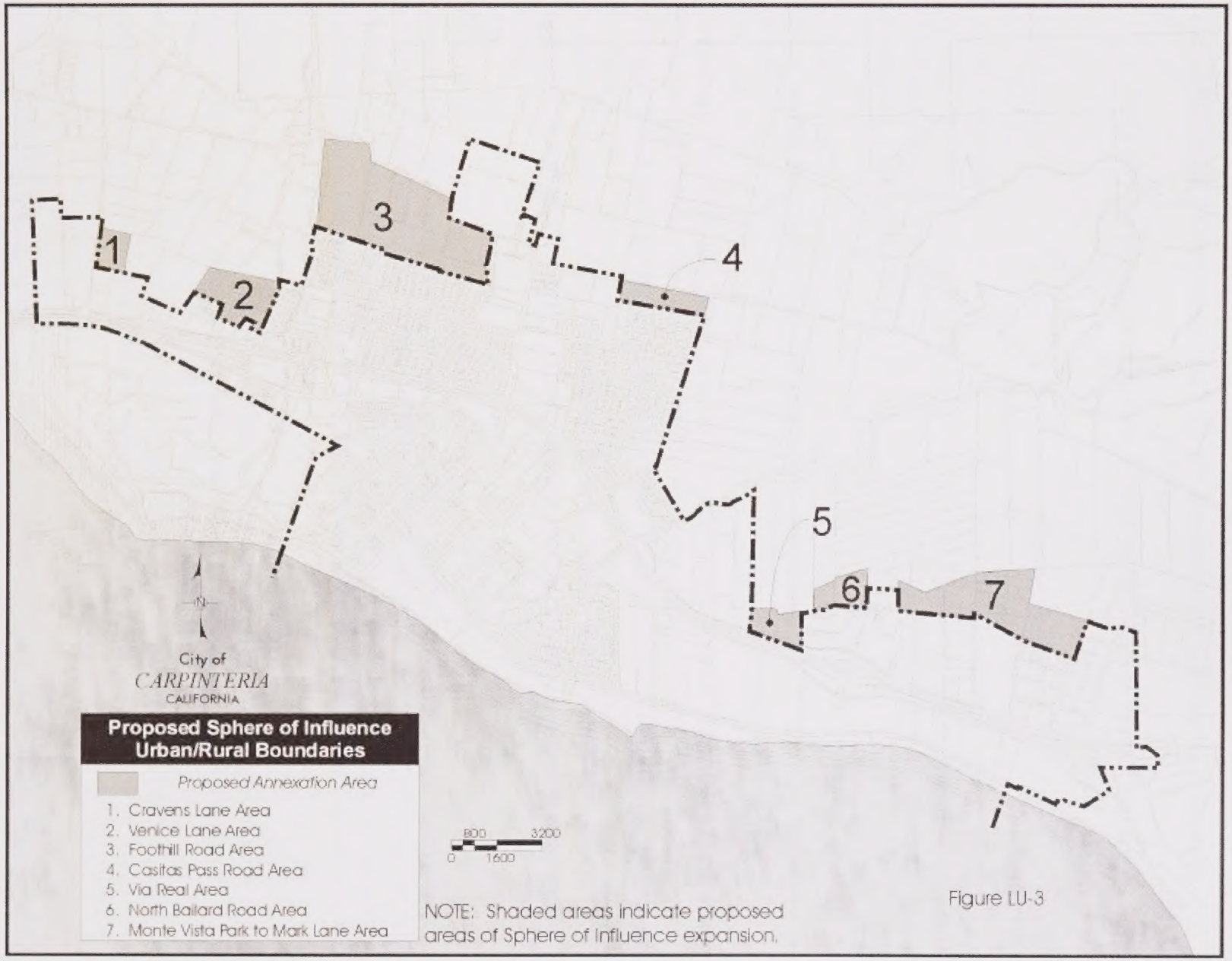
7.2 PERSONS CONTACTED

Becker, Louise, Wastewater Operations Manager, Carpinteria Sanitary District
Dankowitch, Jim, Santa Barbara County Association of Governments
Edmonson, Stephanie, Planner, City of Carpinteria
Fry, John, Santa Barbara County Flood Control District
Hamilton, Charles, Carpinteria Valley Water District
Hermann, Barry, Senior Engineer, GTE, Inc.
Jenning, Justin, Central Coast Information Center, Department of Anthropology, University of California, Santa Barbara
Peterson, Larry, Southern California Gas Company
Severn, Ray, City of Carpinteria, Community Development Director

7.3 PREPARERS

Rincon Consultants, Inc. prepared this EIR for the City of Carpinteria under subcontract to Crawford Multari Clark & Mohr. Persons involved in data gathering analysis, project management, and quality control include:

City of Carpinteria Planning Staff
Joe Power, AICP, Project Manager
Duane Vander Pluym, D.Env., Principal
John Rickenbach, AICP, Senior Associate
Stephen Harrington, MES, Associate
John Johnson, Graphic Designer
Stephanie Vasconcellos, Associate (former employee)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2
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7
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City of
CARPINTERIA
CALIFORNIA
Proposed Sphere of Influence
Urban/Rural Boundaries
Proposed Annexation Area
1. Cravens Lane Area
2. Venice Lane Area
3. Foothill Road Area
4. Casitas Pass Road Area
5. Via Real Area
6. North Ballard Road Area
7. Monte Vista Park to Mark Lane Area
800
3200
0
1600
NOTE: Shaded areas indicate proposed areas of Sphere of Influence expansion.

Figure LU-3

APPENDIX C: INITIAL STUDY /NOTICE OF PREPARATION

Notice of Preparation of a Draft Environmental Impact Report for the City of Carpinteria General Plan/Local Coastal Plan Update

Lead Agency:

City of Carpinteria
Community Development Department
5775 Carpinteria Avenue
Carpinteria, California 93013

Contact:
Ray S. Severn, Jr., Community Development Director

Consulting Firm:

Rincon Consultants, Inc.
790 East Santa Clara Street
Ventura, California 93001

Contact:
Joe Power, AICP, Planning Manager

Summary: The City of Carpinteria will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. We request your agency's input as to the scope and content of environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. The EIR is intended to serve as an information document to inform decision-makers and the general public of the environmental consequences of the proposed action.

Your input is important because your agency may need to use the EIR when considering permitting or any other approval activities that it may have in connection with the proposed project. Attached for your use are copies of the project description, a project map, and the initial study prepared for this project, which identifies the issues currently slated for analysis in the EIR. Copies of the Draft General Plan will be available at the City of Carpinteria.

Due to the time limits mandated by State law, your response to this notice must be sent at the earliest possible date but ***not later than 30 days from receipt of this notice.***

Please send your response to Ray Severn at the address shown above. We will need to know the appropriate contact person in your agency.

Project Title: City of Carpinteria General Plan and Local Coastal Plan Update

Project Location: City of Carpinteria, Santa Barbara County, California

Project Description: The proposed project is an update of the City of Carpinteria's General Plan and Local Coastal Plan. The General Plan addresses the community's vision for development during the planning horizon, identified as the year 2020. The General Plan includes a map of proposed urban boundaries and planned land uses. It also contains goals, objectives and policies that will govern the growth of the City of Carpinteria and the management of its resources. The General Plan update includes extensive revisions of the seven mandated elements and the creation of two optional elements as follows: Land Use, Community Design, Circulation, Open Space & Conservation, Housing, Noise, Safety, and Public Facilities. The Housing Element was recently adopted, and will be not undergo substantive changes. It will, however, be reformatted to be consistent with the other proposed elements.

An important feature of the General Plan is that accommodates several future annexations to the City. The six annexation areas are all north of U.S. Highway 101, on the northern edge of the City, and encompass a total of 48.3 acres. The annexations would be adjacent to the City's Canalino/Santa Monica, El Carro to Carpinteria Creek, and East of Creek land use districts. The intent of including the proposed annexations is to make land available for future growth.

In addition to allowing buildout of the annexation areas, the General Plan allows for buildout of vacant and under-developed lands within the City limits. Policies contained in the General Plan are directed at improving the livability of existing neighborhoods and supporting local planning efforts to improve the community.

Approved By:

CITY OF CARPINTERIA

Ray S. Severn, Jr.
Community Development Director
805-684-5405

_____
Signature Date

Prepared By:

RINCON CONSULTANTS, INC.

Joe Power, AICP
Planning Manager
805-641-1000

_____
Signature Date

CITY OF CARPINTERIA
INITIAL ENVIRONMENTAL STUDY

I. BACKGROUND

1. Proponent: City of Carpinteria

2. Address: 5775 Carpinteria Avenue
Carpinteria CA 93013

3. Staff Contacts: Ray Severn, Community Development Director
(805)684-5405, ext. 401
Fred Goodrich, Principal Planner
(805) 684-5405, ext. 407
Lorena Gutierrez, Community Development Technician
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4. Project Description:

The proposed project is an update of the City of Carpinteria's General Plan and Local Coastal Plan. The General Plan addresses the community's vision for development during the planning horizon, identified as the year 2020. The Plan includes a map of proposed urban boundaries and planned land uses, as well as goals, objectives and policies that will govern the growth of the City of Carpinteria and the management of its resources. The General Plan update includes revisions to all seven mandated elements, including Land Use, Circulation, Conservation, Open Space, Noise, Safety, and Housing. It also includes a new Community Design Element.

The General Plan would accommodate several annexations to the City (see Figure 1). The six annexation areas are all north of U.S. Highway 101, on the northern edge of the City, and encompass a total of 48.3 acres. The intent of including the proposed annexations is to recognize areas that already serve as extensions of the City and to allow logical growth in areas contiguous to the existing City limit.

In addition to allowing buildout of the annexation areas, the General Plan allows for buildout of vacant and under-developed lands within the City limits. Policies contained in the General Plan are directed at improving the livability of existing neighborhoods and supporting local planning efforts to improve the community.

The following table provides an indication of the new development buildout potential of the General Plan Update.

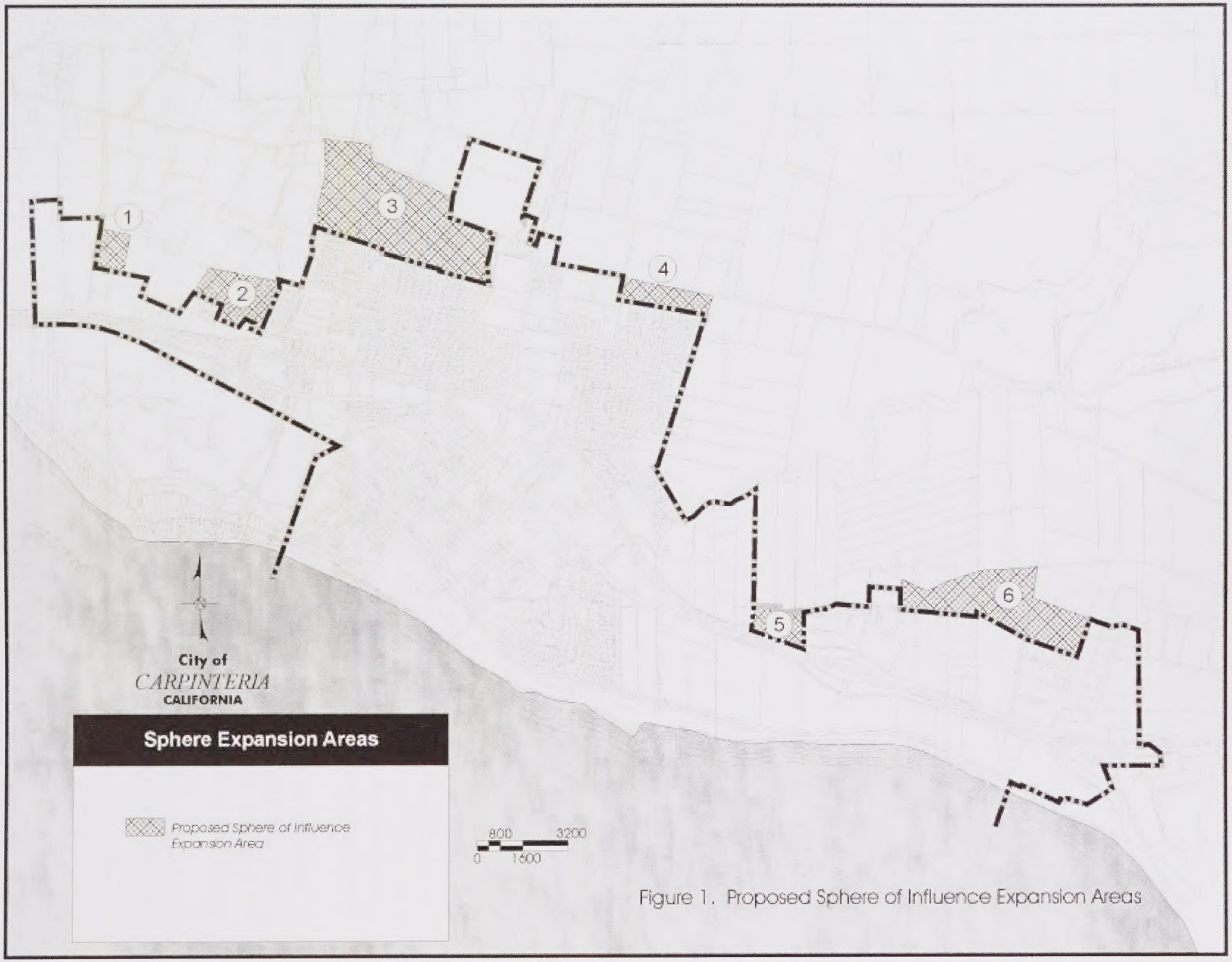


Figure 1. Proposed Sphere of Influence Expansion Areas

II. ENVIRONMENTAL SETTING

1. Existing Conditions

The project area comprises all of the urban uses designated by the City of Carpinteria for the land area within the City's corporate boundaries. City land uses include a range of primarily urban types, including residential, commercial, industrial, and institutional. Surrounding land uses within unincorporated Santa Barbara County include a range of low intensity rural development, including agriculture and open space. The Pacific Ocean is located south of the City.

2. Existing Plans, Policies, Ordinances, and Map Designations

The existing map designations for the project area are noted below:

Note Assessors Parcel Numbers (as applicable)	Coastal Plan	General Plan	Zoning
N/A	N/A	N/A	N/A

*Includes CA (Coastal Appeals), S (Specific Plan), ESH (Environmentally Sensitive Habitat), and FH (Flood Hazard) overlay zones
**Includes all of the overlay zones above, except the Specific Plan overlay zone

3. Services and Utilities:

The project area is served by the following Public Agencies and Utility Providers:

	Agency/Utility
Water	Carpinteria County Water District
Sewer	Carpinteria Sanitary District
Storm Drainage	City of Carpinteria Public Works
Streets	City of Carpinteria Public Works
Solid Waste Disposal	City of Carpinteria/Channel Disposal
Police	County Sheriffs
Fire	Carpinteria-Summerland Fire Protection District
Parks and Recreation	City of Carpinteria Parks and Recreation
Planning	City of Carpinteria Community Development
Electricity	Southern California Edison
Natural Gas	Southern California Gas
Telephone	General Telephone
Transit	Metropolitan Transit District

4. Affected Parcels:

The project area includes the following parcels as listed on the Santa Barbara County Master Property Roll:

Assessor's Parcels within project area	**Assessor's Parcels within 300' of the project area**
Entire City planning area	Entire City planning area

*APN = Assessor's Parcel Number

III. ENVIRONMENTAL IMPACTS

IMPACT CATEGORIES
Significant Impact - Known significant environmental impact
Potential Impact - Potentially significant impacts which need further review to determine level of impact significance
Insignificant Impact - Impacts not considered significant

(Explanations of responses follow each section. Supplemental information may be attached.)

1. GEOLOGIC PROCESSES IMPACT Will project result in:	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Unstable earth conditions or in changes in geologic substructures?		X	
b. Disruptions, displacements, compaction or overcovering of the soil?		X	
c. Change in topography or ground surface relief features?		X	
d. The destruction, covering or modification of any unique geologic or physical features?		X	
e. Any increase in wind or water erosion of soils, either on or off the site?		X	

f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?		X	
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?		X	

Geologic Processes Impact Section Notes

1a, 1b, 1,c, 1d, 1e, 1f, 1g: *Potentially Significant.* Implementation of the General Plan could result in some changes in topography in the planning area. It could also result in development of some areas that are subject to unstable earth conditions or other seismic hazards. Excavation and grading activities have the potential to modify unique physical features and increase wind or water erosion. If development occurs near creek areas, changes in siltation or erosion may occur due to changes in runoff patterns. Site-specific grading studies, soil reports, hydrology studies, and geology reports will be required prior to construction to determine potential impacts.

Impacts related to geologic hazards will be evaluated in the EIR.

2. AIR QUALITY IMPACT REVIEW **Will project result in:**	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Substantial air emissions or deterioration of ambient air quality?		X	
b. The creation of objectionable odors?			X
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?			X

Air Quality Impact Section Notes

2a: *Potentially Significant.* The increase in development and population anticipated under the General Plan would increase traffic and associated air emissions. This issue will be evaluated in the EIR.

2b, 2c: *Insignificant.* Development is not expected to create objectionable odors. Development will not be of sufficient size or intensity to alter air movement, moisture, or temperature of the area.

Impacts related to regional air quality will be evaluated in the EIR.

3. **WATER IMPACT** **Will project result in:**	Significant Impact	Potential Impact	Insignificant Impact
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?			X
b. Changes in absorption rates, drainage patterns, or the rate of and amount of surface runoff?		X	
c. Alterations to the course or flow of flood waters?		X	
d. Change in the amount of surface water in any water body?		X	
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?		X	

Water Impact Section Notes

3a: *Insignificant.* Development accommodated by the proposed General Plan would not be of sufficient intensity to alter the direction of water movement.

(More on following page)

3. **WATER IMPACT** (Continued) **Will project result in:**	Significant Impact	Potential Impact	Insignificant Impact
f. Alteration of the direction or rate of flow of ground waters?		X	
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?		X	
h. Substantial reduction in the amount of water otherwise available for public water supplies?		X	
i. Exposure of people or property to water related hazards such as flooding or tidal waves?		X	

Water Impact Section Notes

3b, 3c, 3d, 3e, 3f, 3g, 3h, 3i: *Potentially Significant.* The development of previously undeveloped areas could cause changes in drainage patterns and surface runoff. Development could also alter the course of flood waters. Runoff could also alter the water quality of the receiving water body. The expected growth in population could increase groundwater withdrawals and reduce the quantity of local groundwater supplies. Increases in private uses of groundwater could potentially reduce the amount of water otherwise

available for public water supplies. Development that occurs adjacent to low-lying areas, such as streams and creeks, could expose people or property to flood hazards.

Impacts related to water use, water quality, and flood hazards will be evaluated in the EIR.

4. BIOLOGICAL RESOURCES FLORA (PLANT SPECIES) IMPACTS Will project result in:	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?		X	
b. Reduction of the numbers of any unique, rare or endangered species of plants?		X	
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?		X	
d. Reduction in acreage of any agricultural crop?		X	

Flora (Plant Species) Impact Section Notes:

4a, 4b, 4c, 4d: *Potentially Significant.* Development under the proposed General Plan could cause a reduction in the diversity or number of plant species found in the planning area. Similarly, development has the potential to reduce the number of unique, rare, or endangered species, and could introduce new species of plants through ornamental landscaping or other habitat disturbances. Implementation of the proposed General Plan would accommodate development in several areas slated for annexation, some of which currently support agricultural uses. Development in these areas could result in the reduction of crop acreage.

Impacts to plant life, including agricultural resources, will be evaluated in the EIR.

5. BIOLOGICAL RESOURCES FAUNA (ANIMAL SPECIES) IMPACTS Will project result in:	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?		X	
b. Reduction of the numbers of any unique, rare or endangered species of animals?		X	
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?		X	
d. Deterioration of fish and/or wildlife habitat		X	

Fauna (Animal Species) Impact Section Notes:

5a, 5b, 5c, 5d: *Potentially Significant.* Development under the proposed General Plan could cause a reduction in the diversity or number of animal species found in the planning area. Similarly, development has the potential to reduce the number of unique, rare, or endangered species, and could introduce new species to the area as a result of the introduction of domestic animals. Development has the potential to affect fish and wildlife habitat, particularly if water quality and quantity in adjacent streams are affected.

Impacts to animal life will be evaluated in the EIR.

6. NOISE IMPACT	Significant Impact	Potential Impact	Insignificant Impact
a. Will the proposal result in increases in existing noise levels?		X	
b. Will the proposal result in exposure of people to severe noise levels?			X

Noise Impact Section Notes:

6a: *Potentially Significant.* New development under the proposed General plan would result in noise increases, both in the short-term (construction noise) and long-term (traffic noise). New development could also be exposed to existing noise, particularly from U.S. Highway 101.

6b: *Insignificant.* New development under the General Plan would not include land uses that could generate severe noise levels, such as those associated with airports, military facilities, and auto racing facilities.

Noise impacts from construction, increased traffic, and industrial/commercial facilities will be evaluated in the EIR.

7. LIGHT AND GLARE IMPACT	Significant Impact	Potential Impact	Insignificant Impact
Will the proposal produce new light or glare?		X	

Impact Section Notes:

Potentially Significant. New development could introduce new sources of light and glare, either from building lighting, reflective materials, or lighting in parking areas or on streets.

This issue will be evaluated in the EIR.

8. LAND USE	Significant Impact	Potential Impact	Insignificant Impact
Will the proposal result in a substantial alteration of the present or planned land use of an area?		X	

Impact Section Notes:

Potentially Significant. Development accommodated under the proposed General Plan would alter the existing land use pattern of the City, particularly along the rural fringes north of U.S. Highway 101. In addition, infill development would intensify the existing land use pattern of the City, and may give rise to land use conflicts relating to noise, light and glare, and aesthetics.

Land use issues will be evaluated in the EIR.

9. NATURAL RESOURCES	Significant Impact	Potential Impact	Insignificant Impact
a. Will the proposal result in increased rate of use of any natural resources?		X	
b. Will the proposal result in substantial depletion of any nonrenewable natural resource?		X	

Impact Section Notes:

9a, 9b: *Potentially Significant.* Development accommodated under the proposed General Plan would require the use of natural resources, including oil and natural gas. However, the rate of consumption of these non-renewable materials would not substantially increase as a result of development. While development will require energy, new sources of energy to serve this project would not likely be required.

Impacts related to energy consumption will be evaluated in the EIR.

10. RISK OF UPSET	Significant Impact	Potential Impact	Insignificant Impact
a. Will the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?		X	
b. Will the proposal involve possible interference with an emergency response plan or an emergency evacuation plan?		X	

Impact Section Notes:

10a, 10b: *Potentially Significant.* Proposed development could result in an increase in the number of trucks carrying hazardous materials, including oil and chemicals, although such increases are related more to the overall increase in development intensity, rather than any specific land use. Increased traffic and new development could alter existing emergency response plans in place by the City.

The potential to introduce hazardous materials and affect emergency response plans will be evaluated in the EIR.

11. POPULATION	Significant Impact	Potential Impact	Insignificant Impact
Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?		X	

Impact Section Notes:

Potentially Significant. Buildout under the proposed General Plan would result in an estimated population increase of about _____, about ____% more than the current City population of 14,600. Such growth could affect the attainment of regional air quality plans. The project may also result in land use and traffic patterns that induce additional growth.

The EIR will evaluate potential growth-inducing aspects of the General Plan, as well as the consistency of projected growth with regional air quality plans.

12. HOUSING	Significant Impact	Potential Impact	Insignificant Impact
Will the proposal affect existing housing or create a demand for additional housing?		X	

Impact Section Notes:

Potentially Significant. The expected population and employment growth under the proposed General Plan would create an increased demand for housing in the City.

The EIR will evaluate impacts related to housing, including the provision of as variety of housing types for a variety of household income levels.

13. TRANSPORTATION/CIRCULATION Will proposal result in:	Significant Impact	Potential Impact	Insignificant Impact
a. Generation of substantial additional vehicular movement?		X	
b. Need for private or public road maintenance, or need for new road(s)?		X	
c. Effects on existing parking facilities, or demand for new parking?		X	
d. Substantial impact upon existing transportation systems?		X	
e. Alterations to present patterns of circulation or movement of people and/or goods?		X	
f. Alteration to waterborne, rail or air traffic?			X
g. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?		X	

Impact Section Notes:

13a, 13b, 13c, 13d, 13e, 13g: *Potentially Significant.* Development accommodated under the proposed General Plan would generate additional traffic. This additional traffic would affect the demand for parking facilities and impact local and regional transportation systems. The increased traffic anticipated under the proposed General Plan could increase traffic hazards to vehicles, bicyclists or pedestrians. It may also affect existing circulation patterns.

13f: *Insignificant*. Proposed development under the General Plan is not likely to affect the regional demand for rail or air traffic, nor would it impact existing rail or airport facilities.

The EIR will evaluate transportation impacts, particularly with regard to increased traffic associated with development. The analysis will also evaluate impacts to pedestrian and bicycle trail systems.

14. PUBLIC FACILITIES AND SERVICES Will the proposal have an effect upon, or result in a need for new or altered governmental facilities or services in any of the following areas:	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Fire protection?		X	
b. Police protection?		X	
c. Schools?		X	
d. Parks or other recreational facilities?		X	
e. Maintenance of public facilities, including roads?		X	
f. Other governmental services?		X	

Impact Section Notes:

14a-f: *Potentially Significant.* The growth anticipated under the proposed General Plan would result in increased demand on existing police and fire protection services, schools, parks and other recreational facilities.

The proposed project's impacts to existing police and fire protection services, schools, parks, and recreational facilities will be evaluated in the EIR.

15. ENERGY Will the proposal result in:	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Use of substantial amounts of fuel or energy?		X	
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?		X	

Impact Section Notes:

15a, 15b: *Potentially Significant.* Development under the General Plan could require the use of substantial amounts of energy, including electricity and natural gas. While there would be an increased demand on energy resources, it is not likely that new sources of energy would be required to serve buildout under the General Plan.

The EIR will evaluate the impact to energy resources, and estimate the amount of natural gas and electricity required at full buildout under the General Plan.

16. UTILITIES **Will the proposal result in a need for new systems, or substantial alterations to the following utilities:**	Significant Impact	Potential Impact	Insignificant Impact
a. Power or natural gas?		X	
b. Communications systems?		X	
c. Water?		X	
d. Sewer or septic tanks?		X	
e. Storm water drainage?		X	
f. Solid waste and disposal?		X	

Impact Section Notes:

16a-f: *Potentially Significant.* The growth anticipated under the General Plan may result in the need for additional public utility facilities. While potential impacts are possible for all utilities, the development of substantial new infrastructure is generally associated with water, wastewater, and solid waste utilities. The specific impact to those utilities is not yet known. Impacts to water, wastewater and solid waste infrastructure will be evaluated in the EIR.

The EIR will evaluate impacts to water, wastewater and solid waste facilities that serve the planning area.

17. HUMAN HEALTH IMPACTS	Significant Impact	Potential Impact	Insignificant Impact
a. Will the proposal result in creation of any health hazard or potential health hazard (excluding mental health)?			X
b. Will the proposal result in exposure of people to potential health hazards?		X	

Impact Section Notes:

17b: *Potentially Significant.* Development under the proposed General Plan has the potential to expose new residents to health hazards, including contaminated soils or groundwater associated with past development. Development near rail corridors could expose people and property to hazards associated with spills from rolling stock using the corridor. The degree of impact would be a function of the location of new development. The Safety Element of the General Plan addresses potential impacts, and includes mitigation for new development accommodated under the Land Use Element.

17a: *Insignificant.* The provisions of the General Plan would not create any health hazards or potential health hazards.

The EIR will evaluate health and safety impacts that new development could be exposed to within the planning area.

18. AESTHETICS	Significant Impact	Potential Impact	Insignificant Impact
Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?		X	

Impact Section Notes:

Potentially Significant. Development under the General Plan would alter the current built environment. Policies contained in the Community Design Element would be expected to address aesthetic impacts. Nevertheless, new development could be visually intrusive, depending on its location and size.

The EIR will evaluate potential aesthetic impacts resulting from development under the proposed General Plan.

19 CULTURAL RESOURCES	Significant Impact	Potential Impact	Insignificant Impact
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?		X	
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?		X	
c. Does the proposal have the potential to cause a physical change, which would affect unique ethnic cultural values?			X
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?			X

Impact Section Notes:

19a, 19b: *Potentially Significant.* Much of the area slated for development has not yet been surveyed for cultural resources. Consequently, development under the General Plan could impact known or unknown archaeological resources. In addition, development could affect existing historic resources, depending on the location and intensity of development. Such impacts would also depend on whether new development would include alteration of existing historic resources.

19c, 19d: *Insignificant.* As a General Plan, the proposed project guides future land development, but does not specify the precise type and location of development. Such development, if constructed in accordance with local applicable ordinances, would not affect unique cultural or ethnic values, nor would it impact religious uses in place within the City.

The EIR will address potential impacts to archaeological and historic resources that could occur within the planning area.

MANDATORY FINDINGS OF SIGNIFICANCE	Significant Impact	Potential Impact	Insignificant Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X	
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)		X	
c. Does the project have impacts that are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)		X	
d. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X	

Note: Listed references are available for public review at the City of Carpinteria Community Development Counter, located in the City Hall Lobby, 5775 Carpinteria Avenue.

IV. ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

_ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

_ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.*

_ I find the project may have a significant effect on the environment. With additional information (studies) relating to certain impacts, it may be possible to find that there will not be significant impacts in this because mitigation measures can be added to the project. Without said information (studies) and mitigation measures, the project may have a significant effect on the environment and an environmental impact report will be required.

X find the proposed project WILL have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Initial Study Prepared by:

_____
__
Date Signature

Name/Title:_____

CITY OF CARPINTERIA
5775 Carpinteria Avenue
Carpinteria CA 93013

Appendix D:
Notice of Availability and State Clearinghouse Documents

Community Development Director
Dave Durflinger

Persons wishing to speak on the agenda or by personal appearance at the hearings should contact Dave Durflinger at (805) 684-2405 ext. 410.

Anyone interested in this matter is invited to comment on the document by written response to the address above or by personal appearance at the hearings. Persons wishing to speak on the agenda or by personal appearance at the hearings should contact Dave Durflinger at (805) 684-2405 ext. 410.

$52.00 a copy
Carpinteria, CA 93013
5775 Carpinteria Avenue
Community Development Department
City of Carpinteria

Copies of the document can be obtained at:

comments on the DEIR will be held during the comment period.
unavoidable impact of the proposed project. A separately noticed public meeting for soliciting
Planning Area. The DEIR identifies the conversion of prime farmland as a significant and
5000 and ends at 5:00 p.m. on March 24, 5000. There are no listed toxic sites within the
California, beginning February 1, 5000. The comment period on the DEIR begins on February 1,
with all documents referenced in the DEIR, at City Hall, 5775 Carpinteria Avenue, Carpinteria,
A Draft Environmental Impact Report has been prepared for the project and is available, along

(State Clearing House # 1995121111)
DRAFT ENVIRONMENTAL IMPACT REPORT
OF GENERAL PLAN/LOCAL COASTAL PLAN UPDATE &

NOTICE OF AVAILABILITY

RECEIVED
MAR 0 1 2000

Thank you for your participation in the State Clearinghouse review process.

The State Clearinghouse will provide a closing letter with any state agency comments to you attention on the date following the close of the review period.

State Lands Commission
Resources Agency
Regional Water Quality Control Board, Region 3
Regional Water Quality Control Board, Region 2
Public Utilities Commission
Office of Historic Preservation
Native American Heritage Commission
Department of Water Resources
Department of Parks and Recreation
Department of Housing and Community Development
Department of Fish and Game, Region 5
Caltrans, District 5
California Highway Patrol
California Coastal Commission

We have distributed your document to the following agencies and departments:

Review End Date: March 30, 2000
Review Start Date: February 15, 2000

for state review. The review period assigned by the State Clearinghouse is:
This is to acknowledge that the State Clearinghouse has received your environmental document

RE: CITY OF CARPINTERIA GENERAL PLAN AND LOCAL COASTAL PLAN
SCH#: 1999121111

Carpinteria, CA 93013
5775 Carpinteria Avenue
City of Carpinteria
TO: Dave Durflinger

DATE: February 28, 2000

Lead Agency Contact

Name: Dave Durflinger
Agency: City of Carpinteria
Phone: (805) 684-2405 ext. 414 Fax:
email:
Address: 5775 Carpinteria Avenue
City: Carpinteria State: CA Zip: 93013

Project Location

County: SANTA BARBARA
City: CARPINTERIA
Region:
Cross Streets:
Parcel No.:
Township: Range: Section: Base:

Proximity to:

Highways: 101
Airports:
Railways: U.P.R.R.
Waterways:
Schools:
Land Use:

Project Issues: Aesthetic/Visual; Agricultural Land; Air Quality; Archeologic-Historic; Coastal Zone; Forest Land/Fire Hazard; Flood Plain/Flooding; Geologic/Seismic; Job Generation; Noise; Public Services; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies: Resources Agency; California Coastal Commission; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 5; Department of Housing and Community Development; Regional Water Quality Control Board, Region 3; Native American Heritage Commission; Regional Water Quality Control Board, Region 5; Public Utilities Commission; State Lands Commission; Department of Conservation

Date Received: 05/12/2000 Start of Review: 05/12/2000 End of Review: 06/30/2000

i. .

Appendix E: Safety Element
Technical Background Information

Seismically-Induced Hazards

Fault Surface Rupture and Ground Shaking

The locations of the faults within the planning area are shown on Figure S-1. Appendix C of Fault-Rupture Hazard Zones in California, Special Publication 42 by the CDMG (Hart, 1994), provides guidelines for evaluating the hazard of surface fault rupture at a site. According to the guidelines, certain geologic investigative methods are more helpful than others in locating faults and evaluating the timing of activity.

Generally, the more recent the faulting the greater the probability for future faulting. Faults with a known historic activity during the last 200 years have a greater probability for future activity than faults classified as Holocene (activity within the last 11,000 years). The development of a new fault or reactivation of a long-inactive fault is relatively uncommon, and in general is not a concern in planning site development.

More detailed investigations should be made for hospitals, high-rise buildings, and other critical or sensitive structures, than for low-occupancy structures. Geologic methods utilized to locate existing faults and evaluate the timing of their activity include:

- Direct Field Observation
    1. Observing geologic units faulted in a trench or road cut and identifying their ages
    2. Observing fault-related geomorphic (topographic) features
    3. Mapping, both on and beyond the site, geologic and soil units, geologic structures, geomorphic features, springs, and deformation of manmade structures due to fault creep
    4. Detailed and direct observation of trenches and other excavations which permits observation of continuously exposed geologic units, soils and structures
    5. Drilling borings and excavating test pits to permit collection of data on geologic units and groundwater at specific locations

- Review of Available Information
    1. Observing fault-related geomorphic features, vegetation, soil contrasts, and other lineaments of possible fault origin on aerial photographs or on remotely obtained images
    2. Reviewing published and unpublished literature and records concerning geologic units, faults, ground-water barriers, and other factors

- Other Methods
    1. Geophysical investigations
    2. Aerial reconnaissance
    3. Geodetic and strain measurements
    4. Radiometric analysis

Liquefaction

Lateral spread is the movement of blocks of ground as a result of liquefaction in a subsurface layer. During liquefaction of a subsurface layer of sediment into a fluid mass, gravity can cause the mass to flow down slope. Examples of this include movement into a cut slope such as a river channel, irrigation channel, or a storm drain. Lateral spread typically occurs on gentle slopes ranging from 0.3 degrees to 3 degrees. Ground movement of several feet to tens of feet is possible. Lateral spread is particularly destructive for pipelines, utilities, bridge piers, and other structures having shallow foundations.

Ground oscillation may take place where liquefaction occurs at depth and where the ground slope is too gentle for lateral spreading. When deeper zones liquefy, overlying sediments that are not liquefied can decouple and differentially move. Manifestations of ground oscillation include a ground wave, ground settlement, and opening and closing of fissures.

Flow failure occurs when blocks of ground are decoupled from underlying sediment and move downslope. Flow failures occur on slopes greater than 3 degrees. These blocks can be quite large, from tens of feet to several miles in length and width. Underwater flow failures can also generate tsunamis. Flow failures constitute the greatest hazard produced by liquefaction.

Loss of bearing strength can occur under a structure when the underlying soil liquefies. Large movement in the soil column is possible, allowing for structures to settle, tip, or float upwards.

Silty sand deposits have the greatest potential for liquefaction. Gravelly sand or deposits containing less than 15 percent clay are less likely to liquefy, and bouldery and cobbly gravels or deposits containing more than 15 percent clay are not known to liquefy (Tinsley, et al., 1985).

Depth to groundwater influences the susceptibility for liquefaction. Where groundwater is within 10 feet from ground surface, the susceptibility is very high. For groundwater between 10 and 40 feet, the susceptibility is high. For groundwater at 40 to 50 feet below grade, the susceptibility is low, and for groundwater deeper than 50 feet, the susceptibility is very low.

The magnitude and duration of ground shaking also has an influence on the susceptibility of liquefaction. The larger the magnitude of an earthquake, the greater the distance at which liquefaction is observed. Similarly, the longer the duration of shaking, the greater the distance at which liquefaction is observed.

The Seismic Hazard Mapping Act was established in 1990 by the CDMG, following the devastating 1989 Loma Prieta earthquake. The purpose of the Seismic Hazard Mapping Act is to encourage land-use management policies and regulations that will reduce and mitigate earthquake hazards, and assist cities and counties in preparing their general plans. The Act calls for the delineation of seismic hazard zones that identify areas of high potential for ground failures such as amplified ground shaking and liquefaction. The purpose of the seismic hazard zones is to show local officials where geotechnical investigations should be required prior to the issuance of a construction permit. The liquefaction zone hazard zone criteria, based on the Seismic Hazard Mapping Act, are shown in Table E-1.

Table E-1: Liquefaction Zone Criteria

Geologic Unit	***Depth to Groundwater***	
	Greater than 40 feet	**Less than 40 feet**
Qa, Qg	low	high
all other	low	low

Source: State of California, Department of Conservation, Division of Mines and Geology Special Publication 116, The Northridge, California, Earthquake of 17 January 1994, 1995

Based on the CDMG Seismic Hazard Mapping Act (1990), and the geologic maps for the Carpinteria and White Ledge Peak Quadrangles (Dibblee, 1986, 1987), areas within the city of Carpinteria and the surrounding planning area that fall into a high hazard category for liquefaction due to seismically-induced ground shaking are shown on Figure D-1.

Slope Stability Hazards

Landslides

The Seismic Hazard Mapping Act discussed above also calls for the delineation of seismic hazard zones that identify areas of high potential for ground failures such as earthquake-induced landslides. The landslide hazard zone criteria, based on the Seismic Hazard Mapping Act criteria, are shown in Table E-2.

Table E-2: Landslide Zone Criteria

Strength Category*	Slope Category			
	0 to 25% (0 - 4:1)	25% to 50% (4:1 - 2:1)	50% to 67% (2:1 - 1.5:1)	> 67% (> 1.5:1)
A (strong)	low	low	low	high
B (moderate)	low	low	high	high
C (weak)	low	high	high	high

* The Strength Category is based on the lithology, past performance, and structural features of geologic units identified on source maps.

Source: State of California, Department of Conservation, Division of Mines and Geology Special Publication 116, *The Northridge, California, Earthquake of 17 January 1994*, 1995.

Based on this criteria, the geologic maps for the Carpinteria and White Ledge Peak Quadrangles (Dibblee, 1986, 1987), and the topographic maps for the Carpinteria and White Ledge Peak Quadrangles (USGS, 1988), areas within the city of Carpinteria and the surrounding planning area that fall into a high hazard category for landslides due to seismically-induced ground shaking are shown on Figure S-1.

Mud Flows, Rock Falls, and Seacliff Retreat

In general, the areas most susceptible to debris and mudflows correspond to the areas with a high potential for earthquake-induced landslides as shown on Figure S-1. The areas most susceptible to rock falls and seacliff retreat are also shown on Figure S-1.

Soil Hazards

Expansive Soils

Soils with a high clay content, and a moderate to high shrink-swell potential, can be derived from weathering and erosion of many different rock types. The chemical breakdown of certain minerals through the weathering process can produce a clay soil in an area underlain with bedrock. In the planning area zones of soil with a high shrink-swell potential, as described in the Soil Survey of Santa Barbara County (Edwards, et al., 1970), generally correspond with mapped outcrops of claystone, siltstone, and shale as mapped by Dibblee (1986 and 1987). The areas of potentially highly expansive soil are shown on Figure S-2. Large-scale expansive soil problems should not be an issue in the study area provided that adequate soils and foundation studies are performed prior to construction and that UBC guidelines are followed.

Soil Settlement

Natural soils that are potentially susceptible to settlement can be found in the Carpinteria planning area. The areas with high potential for settlement are shown on Figure S-2.

Settlement hazards can occur in areas with permeable alluvial deposits, where fill is improperly placed, and in areas where construction occurs across a cut/fill boundary. Areas of poorly consolidated sediments should be engineered to support the weight of a structure that is to be built on the site. In areas of fill, the fill should be compacted to adequately support the proposed development, and structures should not be placed partially on cut and partially on fill unless specifically designed by civil and structural engineers. Large-scale settlement problems should not be an issue in the study area provided that adequate soils and foundation studies are performed prior to construction and that UBC guidelines are followed.

Subsidence

The extraction of groundwater from an aquifer beneath an alluvial valley can result in subsidence, or settlement, of the alluvial soils. The factors which influence the potential occurrence and severity of alluvial soil settlement due to groundwater withdrawal include: degrees of groundwater confinement; thickness of aquifer systems; individual and total thickness of fine-grained beds; compressibility of the fine-grained layers; probable future depth of wells; and probable future decline in groundwater levels.

Oil extraction sometimes also results in overlying soil settlement or differential subsidence. The Carpinteria area has not had significant subsidence problems due to oil extraction, primarily because oil operations are predominantly offshore.

As yet, no recognized subsidence has occurred within the study area due to either groundwater or oil extraction. Accordingly, the potential for subsidence in the study area is considered to be minimal. If present, these hazards would be predominantly manifested in areas of unconsolidated alluvium within the current city boundaries, and to the north and west of the city.

Flood Hazards

Development within the city of Carpinteria is primarily on a low-lying alluvial area with a sandy shoreline fronting onto the Santa Barbara Channel within the Pacific Ocean. The watershed is defined by the Santa Ynez Mountains to the north. Several streams cross through the Carpinteria area and drain into the Pacific Ocean: Carpinteria Creek; Franklin Creek; Santa Monica Creek; Arroyo Paredon; and Toro Canyon Creek.

Flood hazard areas of the city of Carpinteria are subject to periodic inundation which can result in destruction of property, loss of life, health and safety hazards, and disruption of commerce and governmental services. Encroachment onto floodplains, such as artificial fills and structures, reduces the capacity of the floodplain and increases the height of flood water upstream of the obstructions. Floodplain management involves the balancing of economic gain associated with land development within the floodplain against the increased flood hazard.

The Federal Emergency Management Agency (FEMA) establishes base flood heights for 100-year and 500-year flood zones. The 100-year flood zone is defined as the area that could be inundated by the flood which has a one percent probability of occurring in any given year. The 500-year flood is defined as the flood with a 0.2 percent probability of occurring in any given year.

Figure S-3 illustrates areas of the city that could be inundated by the 100- and 500-year flood. Carpinteria, Santa Monica, and Franklin Creeks have been improved by the Santa Barbara County Flood Control and Water Conservation District, the U.S. Corps of Engineers, and the U.S. Soil Conservation Service. According to the Santa Barbara County Flood Control Engineer, lands above 250 feet elevation

within the city limits of Carpinteria should be free from flood hazard. The most problematic drainage area is the low-lying coastal area near the El Estero marsh.

Major development in or near the El Estero marsh should not be considered without resolution of the flood and/or drainage problems. Future land development near Arroyo Paredon or Toro Canyon Creek will need to consider the flooding potential and possible improvements needed along these creeks.

Flood Control and Prevention
Flood hazards may be alleviated through a variety of measures, some corrective and some preventive. Corrective measures include warning and relief programs, flood-proofing of existing structures, and the construction of flood control works. Preventive measures include public acquisition of floodplain lands, public information programs, development policies and regulations.

Flood control prevention is the responsibility of the Santa Barbara County Flood Control and Water Conservation District. The District has the authority to maintain and construct flood control facilities on all major channels.

On the Federal level, the regulations of the National Flood Insurance Program (NFIP), which is administered by the Federal Insurance Administration (a component of the Federal Emergency Management Agency), require that communities adopt land use restrictions for the 100-year floodplain in order to qualify for Federally-subsidized flood insurance. The program requires that residential structures be elevated above the level of the 100-year flood and that other types of structures be floodproof. The NFIP was established by Congress with the passage of the National Flood Insurance Act of 1968. The NFIP was broadened and modified with the passage of the Flood Disaster Protection Act of 1973 and other legislative measures.

Fire Hazards

Wildland Fires
The principal effects of brush fires include loss of vegetative ground cover, increased erosion, loss of building structures, loss of utilities, and loss of life. Loss of the vegetative ground cover can result in damage to valuable recreational and open space areas. However, many of the plant and animal associations in the natural communities have adapted themselves to a fire-climax cycle, and will naturally generate themselves through fire. Hence, they generally are not permanently affected.

Loss of vegetative cover results in secondary erosional impacts, especially in steeply sloped hillside areas. When a slope is burned over by a fire of intense heat, a chemical reaction in the soil takes place which makes it less porous. As the rains of winter come, rain water runs off and causes mudslides and mudflows. Properties not affected directly by the fire may be damaged or destroyed by the effects of increased runoff due to brush fire.

The loss of man-made improvements in the brush covered areas constitute most of the dollar loss from fires. Losses along this line include homes, barns and sheds, utility lines and facilities. The loss of valuable watershed area combined with the actual suppression costs also are major determinants of the total dollar costs of any fire. The potential for loss of life is the most dangerous aspect of brush fires. Occasionally, trapped residents are injured or killed when there is no warning of the impending disaster, or when they simply refuse to evacuate their homes in the face of the fire. However, the largest loss of life occurs to the professional fire fighters who are killed while fighting brush fires, which have a highly unpredictable nature, or in other accidents during the support operations necessary to suppress the fire.

As the populations of California cities continue to grow, more and more people are encroaching into what firefighters call the urban/wildland interface, the perimeter of urban areas adjacent to wildlands. According to California Department of Forestry and Fire Protection (CDF) statistics, since 1980 more than 5,000 structures have been damaged in wildland fires, triple the amount of damage that occurred in the previous 15-year period. Some of the more recent devastating examples of this phenomenon include:

> Santa Barbara: Painted Cave Fire of June 1990, which swept across almost 5,000 acres of coastal hillsides, destroying more than 600 houses.
> Oakland/Berkeley: 1991 Fire covering over 1,600 acres, decimated entire neighborhoods, killing 25 people, destroying 2,900 homes, and leaving more than $1.5 billion in property damage.
> Malibu to Laguna Beach: A series of fires in the fall of 1993, which killed three people and destroyed over 1,000 homes.

Many homes in the Carpinteria planning area, predominantly those north of Foothill Road, are located along the urban/wildland interface. Figure S-4 presents the fire hazard areas. The level of hazard is based largely upon the type of ground cover, the slope of the ground, and the ability of fire crews and engines to access the area.

Fire Hazard Reduction

Experienced firefighters believe they can no longer protect homes and lives as well as they did in the past with fuel loading causing such catastrophic fires (Gilmer, 1994). It is up to the homeowners living on the urban/wildland interface to establish defensible space. Defensible space describes a band of managed vegetation around a home that stops the movement of fire by denying fuel. Natural vegetation plays an important role in erosion control. The goal is to obtain a balance between fire hazard reduction and erosion control. Defensible space also provides a place where fire fighters can do their jobs without unnecessary risk to themselves. According to the CDF, as many as 80 percent of the homes lost to wildfires in the past could have been saved if the owners had followed a few simple fire safe practices. Some of these fire safe practices include:

- *Use of fire resistant landscaping. Fire resistant plants are those with low growth habit (generally less than 18 inches in height), low fuel volume, and high moisture content. Such plants offer far less fuel than upright woody shrubs.*
- *Irrigation and maintenance of landscaping. A fire resistant plant will lose this quality if allowed to dry out. Maintenance insures the effectiveness of the fire resistant landscape by retaining proper spacing between plants and removing dead/dry vegetation.*
- *Use of fire-retardant roofs. Untreated wood shake roofs provide fuel for an advancing fire. Class A roofs provide the most protection. These include: clay tile, concrete tile, fibrous cement shake, metal tile, and fiberglass composition shingles.*

The Carpinteria-Summerland Fire Protection District has adopted the County of Santa Barbara Fire Department's Fire Hazard Reduction Program, as well as initiated the following City ordinances related to fire reduction:

1. *Within the urban limit zone, all facilities larger than a single-family residence must be equipped with fire sprinklers.*
2. *Outside of the urban limit zone all facilities, including single-family residences, must be equipped with fire sprinklers.*

3. *Smoke detectors must be present in all building structures.*
4. *The Fire Protection District must have access to all roof areas.*
5. *All roofing must be constructed of fire retardant materials.*

Peakload Water Requirements

According to the Carpinteria Valley Water District, the Carpinteria Groundwater Basin has a storage capacity and safe yield large enough to supply water, during peakload water requirements, for the current population and new development.

In addition, the majority of the wells currently used for groundwater supply are located in the city limits. In addition, the groundwater from these wells is pumped to the city's main distribution system, and directly to residents in the downtown area. The groundwater from the other wells is pumped into the South Coast Conduit and eventually to the Carpinteria Reservoir. The Carpinteria Reservoir water is a back-up supply of groundwater which is only used as needed, and is fed through pipelines to the city by gravity flow.

The Carpinteria Valley Water District owns the fire hydrants in the city, but the hydrants are used as needed by the Carpinteria-Summerland Fire Protection District. The Carpinteria Valley Water District and Carpinteria-Summerland Fire Protection District work in conjunction to evaluate the need for water reservoirs on properties where other sources of water are not available for fire fighting purposes.

Appendix F: Glossary of Planning Terms

ABBREVIATIONS

ADT: Average daily trips made by vehicles or persons in a 24-hour period
BMR: Below-market-rate dwelling unit
CBD: Central Business District
CC&Rs: Covenants, Conditions, and Restrictions
CDBG: Community Development Block Grant
CEQA: California Environmental Quality Act
CHFA: California Housing Finance Agency
CIP: Capital Improvements Program
CNEL: Community Noise Equivalent Level
dB: Decibel
dBA: "A-weighted" decibel
EIR: Environmental Impact Report (State)
EIS: Environmental Impact Statement (Federal)
FAR: Floor Area Ratio
FEMA: Federal Emergency Management Agency
FHWA: Federal Highway Administration
FIRM: Flood Insurance Rate Map
FmHA: Farmers Home Administration
GMI: Gross Monthly Income
HCD: Housing and Community Development Department of the State of California.
HUD: U.S. Dept. of Housing and Urban Development
JPA: Joint Powers Authority
LAFCo: Local Agency Formation Commission
L_{dn}: Day and Night Average Sound Level
L_{eq}: Sound Energy Equivalent Level
LOS: Level of Service
NEPA: National Environmental Policy Act
OPR: Office of Planning and Research, State of California
PUD: Planned Unit Development
SRO: Single Room Occupancy
TDM: Transportation Demand Management
TDR: Transfer of Development Rights
TSM: Transportation Systems Management
UBC: Uniform Building Code
UHC: Uniform Housing Code
UMTA: Urban Mass Transportation Administration
VMT: Vehicle Miles Traveled

DEFINITIONS

In addition to those definitions listed below, all definitions included in Sections 30100-30122 of the California Coastal Act are hereby incorporated by reference.

Access/Egress. The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Acres, Gross. The entire area of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net. The portion of a site that can actually be built on. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Adaptive Reuse. The conversion of obsolete or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adverse Impact. A negative consequence to the physical, social, or economic environment resulting from an action or project.

Affordable Housing. Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

Agency. The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Air Pollution. Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Alley. A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Alluvial. Soils deposited by stream action.

Alquist-Priolo Seismic Hazard Zone. A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

Ambient. Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v. To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment. (1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Aquifer. An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological. Relating to the material remains of past human life, culture, or activities.

Architectural Control; Architectural Review. Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Area - Median Income. As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Arterial. Medium-speed (30-40 m.p.h.), medium-capacity (10,000-35,000 average daily trips) roadway which provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Assisted Housing. Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing

programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Automobile-intensive Use. A use of a retail area that depends on exposure to continuous auto traffic.

Base Flood. In any given year, a 100-year flood that has one percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Bed and Breakfast. Usually a dwelling unit, but sometimes a small hotel, which provides lodging and breakfast for temporary overnight occupants, for compensation.

Below-market-rate (BMR) Housing Unit. Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. The U.S. Department of Housing and Urban Development sets standards for determining which households qualify as "low income" or "moderate income."

Bicycle Lane (Class II facility). A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility). A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility). A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways. A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Blight. A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility.

Buffer Zone. An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

Building. Any structure used or intended for supporting or sheltering any use or occupancy.

Building Height. The vertical distance from the average contact ground level of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof. The exact definition varies by community. For example, in some communities building height is measured to the highest point of the roof, not including elevator and cooling towers.

Buildout. Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Business Services. A subcategory of commercial land use which permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

California Environmental Quality Act (CEQA). A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and

certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

California Housing Finance Agency (CHFA). A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans. California Department of Transportation.

Capital Improvements Program (CIP). A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carbon Dioxide. A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide. A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carrying Capacity. The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. May also refer to the upper limits beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. Carrying capacity usually is used to determine the potential of an area to absorb development.

Census. The official decennial enumeration of the population conducted by the federal government.

Central Business District (CBD). The major commercial downtown center of a community. General guidelines for delineating a downtown area are defined by the U.S. Census of Retail Trade, with specific boundaries being set by the local municipality.

Channelization. (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

City. City with a capital "C," generally refers to the government or administration of the City of Carpinteria. City with a lower case "c" may mean any city, or may refer to the geographical area of a city.

Clustered Development. Development where a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining open space.

Collector. Relatively-low-speed (25-30 m.p.h.), relatively-low-volume (5,000-20,000 average daily trips) street which provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Combined Sewer/Combination Sewer. A sewerage system that carries both sanitary sewage and stormwater runoff.

Commercial. A land use classification which permits facilities for the buying and selling of commodities and services.

Community Development Block Grant (CDBG). A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Noise Equivalent Level (CNEL). A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and

nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park. Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Commute-shed. The area from which people do or might commute from their homes to a specific workplace destination, given specific assumptions about maximum travel time or distance.

Comparison Goods. Retail goods for which consumers will do comparison shopping before making a purchase. These goods tend to have a style factor and to be "larger ticket" items such as clothes, furniture, appliances and automobiles.

Compatible. Capable of existing together without conflict or ill effects.

Condominium. A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")

Congestion Management Plan (CMP). A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt and annually update a Congestion Management Plan.

Congregate Care. Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See "Community Care Facility.")

Conservation. The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

Consistent. Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation policies such as the zoning ordinance.

Convenience Goods. Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.

Covenants, Conditions, and Restrictions (CC&Rs). A term used to describe restrictive limitations which may be placed on property and its use, and which usually are made a condition of holding title or lease.

Critical Facility. Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac. A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact. As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

dB. Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA. The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication. The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

Dedication, In lieu of. Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible Space. (1) In fire fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

Density, Residential. The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net.")

Density Bonus. The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

Density, Employment. A measure of the number of employed persons per specific area (for example, employees/acre).

Density Transfer. A way of retaining open space by concentrating densities-usually in compact areas adjacent to existing urbanization and utilities-while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.

Design Review; Design Control. The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control.")

Destination Retail. Retail businesses that generate a special purpose trip and which do not necessarily benefit from a high-volume pedestrian location.

Detention Dam/Basin/Pond. Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate which will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. In the other type, most often called a **Retention Pond**, the water is held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a **Water-Spreading Dam** or **Dike** because its main purpose is to recharge the undergroundwater supply. Detention dams are also constructed to trap sediment. These are often called **Debris Dams**.

Developable Acres, Net. The portion of a site which can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land. Land which is suitable as a location for structures and which can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developer. An individual who or business which prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development. On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid or thermal waste; grading, removing, dredging, mining or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code) and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511).

Development Fee. (See "Impact Fee.")

Development Rights. The right to develop land by a land owner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts. (See "Interest, Fee" and "Interest, Less-than-fee," and "Development Rights, Transfer of [TDR].")

Development Rights, Transfer of (TDR). Also known as "Transfer of Development Credits," a program which can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts. (See "Development Rights.")

Discourage, v. To advise or persuade to refrain from.

Discretionary Decision. As used in CEQA, an action taken by a governmental agency which calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Distribution Use. (See "Warehousing Use.")

Diversion. The direction of water in a stream away from its natural course (*i.e.*, as in a diversion that removes water from a stream for human use).

Duplex. A detached building under single ownership which is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit. A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement. Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation. A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Easement, Scenic. A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Elderly Housing. Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (See "Congregate Care.")

Emergency Shelter. A facility which provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

Eminent Domain. The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard. The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species. A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environment. CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic sig nificance."

Environmental Impact Report (EIR). A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Environmental Impact Statement (EIS). Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions which significantly affect the environment.

Erosion. (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction. A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils. Soils which swell when they absorb water and shrink as they dry.

Export-employment Use. An activity which produces and/or distributes goods and services for export to firms and individuals outside of the city (or county). (See Economic Base.)

Fair Market Rent. The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family. (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Farmers Home Administration (FmHA). A federal agency providing loans and grants for improvement projects and low-income housing in rural areas.

Fast-food Restaurant. Any retail establishment intended primarily to provide short-order food services for on-site dining and/or take-out, including self-serve restaurants (excluding cafeterias where food is consumed on the premises), drive-in restaurants, and formula restaurants required by contract or other arrangement to offer standardized menus, ingredients, and fast-food preparation.

Fault. A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible. Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).

Feasible, Technically. Capable of being implemented because the industrial, mechanical, or application technology exists.

Field Act. Legislation, passed after a 1933 Long Beach earthquake that collapsed a school, which established more stringent structural requirements and standards for construction of schools than for other buildings.

Finding(s). The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone. An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Fire-resistive. Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Flood, 100-Year. The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM). For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floodplain. The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floodplain Fringe. All land between the floodway and the upper elevation of the 100-year flood.

Floodway. The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area Ratio (FAR). The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 square feet of floor area; an FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow only 5,000 square feet Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Footprint; Building Footprint. The outline of a building at all of those points where it meets the ground.

Freeway. A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" which are now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Gateway. A point along a roadway entering the city at which a motorist gains a sense of having left the environs and of having entered the city.

General Plan. A compendium of a city's or a county's policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has 7 mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

Geologic Review. The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Geological. Pertaining to rock or solid matter.

Goal. A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Granny Flat. (See "Second Unit.")

Grasslands. Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Greenhouse Effect. A term used to describe the warming of the Earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the Earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Groundwater. Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge. The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks which provide underground storage ("aquifers").

Growth Management. The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan.")

Guidelines. General statements of policy direction around which specific details may be later established.

Habitat. The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped. A person determined to have a mobility impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Material. Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High-Occupancy Structure. All pre-1935 buildings with over 25 occupants, and all pre-1976 buildings with more than 100 occupants.

High Occupancy Vehicle (HOV). Any vehicle other than a driver-only automobile (*e.g.*, a vanpool, a bus, or two or more persons to a car).

Highway. High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Highways may cross at a different grade level.

Hillsides. Land which has an average percent of slope equal to or exceeding fifteen percent.

Historic; Historical. An historic building or site is one which is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation. The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Home Occupation. A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Homeless. Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See "Emergency Shelter" and "Transitional Housing.")

Hotel. A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where no provision is made for cooking in any individual guest room or suite.

Household. All those persons—related or unrelated—who occupy a single housing unit. (See "Family.")

Householder. The head of a household.

Households, Number of. The count of all year-round housing units occupied by one or more persons. The concept of *household* is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department of the State of California (HCD). The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Element. Article 10.6 of the California Government Code requires each city and county to prepare and maintain a current Housing Element as part of the community's General Plan in order to attain a statewide goal of providing "decent housing and a suitable living environment for every California family." Under State law, Housing Elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD). A cabinet-level department of the federal government which administers housing and community development programs.

Housing Unit. The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit," "Family," and "Household.")

Impact. The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee. A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 *et seq.* specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Implementation. Actions, procedures, programs, or techniques that carry out policies.

Improvement. The addition of one or more structures or utilities on a vacant parcel of land.

Incubator Space. Retail or industrial space that is affordable to new, low-margin businesses.

Industrial. The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Industrial Park; Office Park. A planned assemblage of buildings designed for "Workplace Use." (See "Workplace Use.")

Industry, Basic. The segment of economic activity that brings dollars to a region from other areas. Traditional examples are manufacturing, mining and agriculture. The products of all of these activities are exported (sold) to other regions. The money thus brought into the local economy is used to purchase locally-provided goods and services as well as items that are not available locally and which must be imported from other regions. Other, less traditional examples of basic industry are tourism, higher education, and retirement activities that also bring new money into a region.

Industry, Non-basic. The segment of economic activity that is supported by the circulation of dollars within a region. Examples are the wholesale, retail, and service functions that supply goods and services to local sources of demand such as businesses, public agencies, and households.

Infill Development. Development of vacant land (usually individual lots or left-over properties) within areas which are already largely developed.

Infrastructure. Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

In Lieu Fee. (See "Dedication, In lieu of.")

Institutional Use. (1) Privately owned and operated activities which are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious institutions; and (3) other nonprofit activities of an education, youth, welfare, or philanthropic nature which can not be considered a residential, commercial, or industrial activity.

Inter-agency. Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Interest, Fee. Entitles a land owner to exercise complete control over use of land, subject only to government land use regulations.

Interest, Less-than-fee. The purchase of interest in land rather than outright ownership; includes the purchase of development rights via conservation, open space, or scenic easements. (See "Development Rights," "Easement, Scenic," "Lease," and "Leasehold Interest.")

Intermittent Stream. A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.

Issues. Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio. The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Joint Powers Authority (JPA). A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Land Banking. The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks, and

development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

Landmark. Refers to a building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government.

Landscaping. Planting-including trees, shrubs, and ground covers-suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Landslide. A general term for a falling mass of soil or rocks.

Land Use. The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Classification. A system for classifying and designating the appropriate use of properties.

Land Use Element. A required element of the General Plan which uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space.

Land Use Regulation. A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

L_{dn} Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

L_{eq} The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The L_{eq} is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS). (1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

> ***Level of Service A*** - Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.
>
> ***Level of Service B*** - Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.
>
> ***Level of Service C*** - Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.
>
> ***Level of Service D*** - Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.
>
> ***Level of Service E*** - Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.
>
> ***Level of Service F*** - Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

(2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans."

Linkage. With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction. The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo). A five-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include members who are directors of special districts.

Lot. (See "Site.")

Lot of Record. A lot which is part of a recorded subdivision or a parcel of land which has been recorded at the county recorder's office containing property tax records.

Low-income Household. A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

L_{10} A statistical descriptor indicating peak noise levels-the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities.

Maintain, v. To keep in an existing state. (See "Preserve, v.")

Manufactured Housing. Residential structures which are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit.")

May. That which is permissible.

Median Strip. The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mercalli Intensity Scale. A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Mineral Resource. Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Minimize, v. To reduce or lessen, but not necessarily to eliminate.

Mining. The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

Minipark. Small neighborhood park of approximately one acre or less.

Ministerial (Administrative) Decision. An action taken by a governmental agency which follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

Minor Stream. An intermittently flowing stream or a permanent stream with low flow during all or part of the year.

Mitigate, v. To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed-use. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home. A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park under a lease with a minimum period of one year. (See "Manufactured Housing" and "Modular Unit.")

Moderate-income Household. A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area" and "Low-income Household.")

Modular Unit. A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. A modular unit does not have any chassis or permanent hitch to allow future movement. (See "Mobile Home" and "Manufactured Housing.")

Motel. A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation. Quite often, provision is made for cooking in individual guest rooms or suites. Motels generally provide guest parking in proximity to the guest rooms. (See "Hotel.")

Multiple Family Building. A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Must. That which is mandatory.

National Ambient Air Quality Standards. The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA). An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program. A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act. A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

National Register of Historic Places. The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Need. A condition requiring supply or relief. The City may act upon findings of need within or on behalf of the community.

Neighborhood Park. City-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Neighborhood Unit. According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there would be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was the model for American suburban development after World War II.

Noise. Any sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation. Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour. A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-attainment. The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-conforming Use. A use which was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Objective. A specific statement of desired future condition toward which the City will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives," principles, standards, and proposals of the general plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective.

Office Park. (See "Industrial Park.")

Office Use. The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Official County Scenic Highway. A segment of state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designation and designated by the Director of the Department of Transportation (Caltrans).

Open Space Land. Any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance. A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Recreation Use. A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Overlay. A land use designation on the Land Use Map, or a zoning designation on a zoning map, which modifies the basic underlying designation in some specific manner.

Ozone. A tri-atomic form of oxygen (O_3) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of

nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Para-transit. Refers to transportation services and which operate vehicles, such as buses, jitneys, taxis, and vans for senior citizens, and/or mobility-impaired.

Parcel. A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parking, Shared. A public or private parking area used jointly by two or more uses.

Parking Area, Public. An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management. An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See "High Occupancy Vehicle" and "Transportation Demand Management.")

Parking Ratio. The number of parking spaces provided per 1,000 square of floor area, *e.g.*, 2:1 or "two per thousand."

Parking Space, Compact. A parking space (usually 7.5 feet wide by 16 feet long when perpendicular to a driveway or aisle) permitted in some localities on the assumption that many modern cars are significantly smaller, and require less room, than a standard automobile. A standard parking space, when perpendicular to a driveway or aisle, is usually 8.5 feet wide by 18 feet long.

Parks. Open space lands whose primary purpose is recreation. (See "Open Space Land," "Community Park," and "Neighborhood Park.")

Parkway. An expressway or freeway designed for non-commercial traffic only; usually located within a strip of landscaped park or natural vegetation.

Parkway Strip. A piece of land located between the rear of a curb and the front of a sidewalk, usually used for planting low ground cover and/or street trees, also known as "planter strip."

Patio Unit. A detached single family unit typically situated on a reduced-sized lot, which orients outdoor activity within rear or side yard patio areas for better utilization of the site for outdoor living space.

Payback Period. The number of years required to accumulate savings equal to the value of a proposed investment.

Peak Hour/Peak Period. For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Performance Standards. Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planned Community. A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

Planned Unit Development (PUD). A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning and Research, Office of (OPR). A governmental division of the State of California which has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in ing General Plans.

Planning Area. The Planning Area is the land area addressed by the General Plan. Typically, the Planning Area boundary coincides with the Sphere of Influence which encompasses land both within the city Limits and potentially annexable land.

Planning Commission. A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Policy. A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Pollutant. Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose

Pollution. The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pollution, Non-Point. Sources for pollution which are less definable and usually cover broad areas of land, such as agricultural land with fertilizers which are carried from the land by runoff, or automobiles.

Pollution, Point. In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Poverty Level. As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index which provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Preserve, n. An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve. (See "Agricultural Preserve" and Protect.")

Preserve, v. To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain.")

Principle. An assumption, fundamental rule, or doctrine that will guide general plan policies, proposals, standards, and implementation policies. The State Government Code (Section 65302) requires that general plans spell out the objectives, "principles," standards, and proposals of the general plan. "Adjacent land uses should be compatible with one another" is an example of a principle.

Professional Offices. A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Program. An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Pro Rata. Refers to the proportionate distribution of the cost of infrastructure improvements associated with new development to the users of the infrastructure on the basis of projected use.

Protect, v. To maintain and preserve beneficial uses in their present condition as nearly as possible. (See "Enhance.")

Public and Quasi-public Facilities. Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Ranchette. A single dwelling unit occupied by a non-farming household on a parcel of 2.5 to 20 acres that has been subdivided from agricultural land.

Rare or Endangered Species. A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Recreation, Active. A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive. Type of recreation or activity which does not require the use of organized play areas.

Recycle, v. The process of extraction and reuse of materials from waste products.

Redevelop, v. To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional. Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad homogeneous area.

Regional Park. A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Regulation. A rule or order prescribed for managing government.

Rehabilitation. The repair, preservation, and/or improvement of substandard housing.

Residential. Land designated in the city's General Plan and zoning ordinance for buildings consisting only of dwelling units. May be vacant or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family. Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family. A single dwelling unit on a building site.

Resources, Non-renewable. Refers to natural resources, such as fossil fuels and natural gas, which, once used, cannot be replaced and used again.

Restore, v. To renew, rebuild, or reconstruct to a former state.

Restrict, v. To check, bound, or decrease the range, scope, or incidence of a particular condition.

Retention Basin/Retention Pond. (See "Detention Basin/Detention Pond.")

Retrofit, v. To add materials and/or devices to an existing building or system to improve its operation or efficiency.

Rezoning. An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale. A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Rideshare. A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Ridgeline. A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way. A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Lands. Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Riparian Vegetation. Vegetation normally found along the banks of streams, creeks, and rivers.

Risk. The danger or degree of hazard or potential loss.

Runoff. That portion of rain or snow which does not percolate into the ground and is discharged into streams instead.

Sanitary Sewer. A system of subterranean conduits which carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (which carry surface water) and septic tanks or leech fields (which hold refuse liquids and waste matter on-site).

Scenic Highway Corridor. The area outside a highway's right-of-way that is generally visible to persons traveling on the highway.

Scenic Highway/Scenic Route. A highway, road, drive, or street which, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways element.

School District Lands. Properties owned by public school districts and used for educational, recreational, and administrative purposes.

Second Unit. A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Section 8 Rental Assistance Program. A federal (HUD) rent-subsidy program that is the main source of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seismic. Caused by or subject to earthquakes or earth vibrations.

Senior Housing. (See "Elderly Housing.")

Seniors. Persons age 62 and older.

Septic System. A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See "Sanitary Sewer.")

Setback. The horizontal distance between the property line and any structure.

Settlement. (1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. Differential settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

Shall. That which is obligatory or necessary.

Shared Living. The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

Shopping Center. A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

Should. Signifies a directive to be honored if at all possible.

Sign. Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or man-made landscape.

Signal Preemption. A system used by emergency vehicles, public transit vehicles and/or trains to change signal phasing from red to green assigning immediate right-of-way for a specific purpose.

Significant Effect. A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Siltation. (1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-family Dwelling, Attached. A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See "Townhouse.")

Single-family Dwelling, Detached. A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See "Family.")

Single Room Occupancy (SRO). A single room, typically 80-250 square feet, with a sink and closet, but which requires the occupant to share a communal bathroom, shower, and kitchen.

Site. A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot. (See "Lot.")

Slope. Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil. The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solar Access. The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

Solid Waste. General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan. Under Article 8 of the Government Code (Section 65450 *et seq*), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Speed, Average. The sum of the speeds of the cars observed divided by the number of cars observed.

Speed, Critical. The speed which is not exceeded by 85 percent of the cars observed.

Sphere of Influence. The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standards. (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that

govern building and development as distinguished from use restrictions-for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Storm Runoff. Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Stream. Watercourses, including major and minor streams, drainageways, and small lakes, ponds, and marshy areas through which streams pass.

Stream, Major. A continuously flowing water body, i.e. perennial streams.

Stream Buffer. A designated width of land adjacent to the stream which is necessary to protect biological productivity, water quality, and hydrological characteristics of the stream. A stream buffer is measured from the top of the upper bank of the stream, or from the dripline of riparian vegetation, whichever is further.

Stream Corridor. A stream and its minimum prescribed buffer strip.

Street Furniture. Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

Street Tree Plan. A comprehensive plan for all city street trees which sets goals for solar access, and standards for species selection, maintenance, and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Streets, Local. (See " Streets, Minor.")

Streets, Major. The transportation network which includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Minor. Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Streets, Through. Streets which extend continuously between other major streets in the community.

Structure. Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision. The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subdivision Map Act. Division 2 (Sections 66410 *et seq*) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subregional. Pertaining to a portion of a region. The Golden Triangle is a subregional task force.

Subsidence. The gradual settling or sinking of an area with little or no horizontal motion. (See "Settlement.")

Subsidize. To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing. Residential dwellings which, because of their physical condition, do not provide safe and sanitary housing.

Substantial. Considerable in importance, value, degree, or amount.

Topography. Configuration of a surface, including its relief and the position of natural and man-made features.

Tourism. The business of providing services for persons traveling for pleasure, tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

Townhouse; Townhome. A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")

Traffic Model. A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

Transit. The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit-dependent. Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transit, Public. A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transitional Housing. Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter.")

Transportation Demand Management (TDM). A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM). A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Heritage. Trees planted by a group of citizens or by the City in commemoration of an event or in memory of a person figuring significantly in history.

Trees, Landmark. Trees whose size, visual impact, or association with a historically significant structure or event have led the City to designate them as landmarks.

Trees, Street. Trees strategically planted—usually in parkway strips, medians, or along streets—to enhance the visual quality of a street.

Trip. A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin—often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

Trip Generation. The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route. A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Undevelopable. Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the city are designated as "undevelopable" by the City.

Undue. Improper, or more than necessary.

Uniform Building Code (UBC). A national, standard building code which sets forth minimum standards for construction.

Uniform Housing Code (UHC). State housing regulations governing the condition of habitable structures with regard to health and safety standards and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Design. The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban/Rural Boundary. A boundary line shown on the land use plan map which delineates areas intended for urban land uses; i.e. residential, commercial, industrial, etc., and areas designated for rural land uses, principally agricultural and low-density residential. Areas contiguous to the boundary provide a transition/buffer between urban and rural and the potentially incompatible characteristics of each.

Urban Open Space. The absence of buildings or development, usually in well-defined volumes, within an urban environment.

Urban Sprawl. Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.

Use. The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City's zoning ordinance and General Plan land use designations.

Use, Non-conforming. (See "Non-conforming Use.")

Use Permit. The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Utility Corridors. Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement.")

Vacant. Lands or buildings which are not actively used for any purpose.

Variance. A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the zoning ordinance or the underlying zoning of the parcel. A variance usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zone district.

Vehicle-Miles Travelled (VMT). A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household. A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits

established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

View Corridor. The line of sight-identified as to height, width, and distance-of an observer looking toward an object of significance to the community (*e.g.*, ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Viewshed. The area within view from a defined observation point.

Volume-to-Capacity Ratio. A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Warehousing Use. A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials which are inflammable or explosive or which present hazards or conditions commonly recognized as offensive.

Wastewater Irrigation. The process by which wastewater that has undergone primary treatment is used to irrigate land.

Watercourse. Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watershed. The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake, or reservoir.

Waterway. (See "Watercourse.")

Wetlands. Lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.

An area maintained in a natural state for the preservation of both animal and plant life.

Wildlife Refuge. An area maintained in a natural state for the preservation of both animal and plant life.

Workplace Use. The combination of a variety of businesses, from office to research and development to light industry to warehousing, located in structures built with open floor plans, so as to leave most interior improvements to the tenants to design to their needs. (See also "Industrial Park.")

Zero Lot Line. A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Combining. A special purpose zone which is superimposed over the regular zoning map. Combining zones are used for a variety of purposes, such as airport compatibility, floodplain or wetlands protection, historic designation, or special parking regulations. Also called "overlay zone."

Zone, Interim. A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during General Plan preparation to provide a basis for permanent zoning.

Zone, Study. (See " Zone, Interim.")

Zone, Traffic. In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning. The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning Bonus. (See "Zoning, Incentive.")

Zoning District. A designated section of the city for which prescribed land use requirements and building and development standards are uniform.

Zoning, Exclusionary. Development regulations which result in the exclusion of low- and moderate-income and/or minority families from a community.

Zoning, Incentive. The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits-such as preservation of greater than the minimum required open space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level-are included in a project.

Zoning, Inclusionary. Regulations which increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

Zoning Map. Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

Appendix H – Forthcoming Implementation Documents

DOCUMENT	POLICY REFERENCE LOCATION	ESTIMATED TIMELINE
1995 Update of Carpinteria Bluffs Coastal Access, Recreation & Open Space Master Program	CDS6-1	2004
Creek Preservation Program	OSC Implementation Policy 24	2001-2002
Housing Element	p. 2, 7	2002-2003
Downtown/Beach Neighborhood Specific Plan	CDS1-a CDS2-c CDS2A-e	2002-2003
Zoning Code	Throughout the Land Use Plan	2003-2004
Specific Plan for Carpinteria Avenue Corridor	C-4b	2003-2005
Parks and Open Space Management Plan	OSC Implementation Policy 52	2003-2005
Stormwater Discharge/Urban Runoff Program (NPDES)	OSC Implementation Policy 46	2003-2005
Specific Plan – Subarea 3 (Santa Monic, Canalino and El Carro Neighborhoods)	CDS3-c	2004-2005
"Night-Sky" Ordinance	OSC-13j	2004-2005
Specific Plan – Subarea 4 (The Northeast)	CDS4-d	2005-2006
Watershed Management Plan	OSC Implementation Policy 25	2007-2008
Trails Master Plan	OSC Implementation Policy 61	2007-2008
Oak Tree Preservation Ordinance	OSC Implementation Policy 31	2007-2008
Specific Plan – Subarea 5 (Concha Loma Neighborhood)	CDS5-b	2006-2007
Habitat Preservation Programs	OCS Implementation Policy 3	2003-2009
Noise Ordinance	N Implementation Policy 7	2008-2009
Right-to Farm Ordinance	OSC Implementation Policy 37	2010-2012

Appendix I – Public Access Objectives, Policies, Implementation Policies and Maps

Objective LU-1: Establish the basis for orderly, well planned urban development while protecting coastal resources and providing for greater access and recreational opportunities for the public.

Policy LU-1d. Where a land use designation is specific to a preferred use in the Coastal Act (i.e. Coastal Dependent Industrial), any proposed change shall include consideration of other preferred uses under the Coastal Act and provision of public access opportunities.

Policy LU-1e. In consideration of this policy and consistent with any applicable implementation program (e.g. Specific Plan or Carpinteria Bluffs Coastal Access, Recreation and Open Space Master Program), the City's review bodies (i.e. staff, Architectural Review Board, Planning Commission) shall consider measures to maintain and enhance public access through the City's development review process.

Policy LU-2c. Pipelines associated with Coastal Dependent Industry uses shall be sited and designed so as to avoid sensitive uses whenever possible and to minimize impacts to coastal resources, natural habitat and public access.

Objective CD-7: To encourage and facilitate pedestrian and bicycle pathways.

CD Implementation Policy 55. Additional connections to the beach, both visual and pedestrian, should be developed. The connection at Calle Ocho and the railroad tracks should be improved. Such improvements should create safe and attractive access ways that do not unreasonably impact adjacent residential properties.

Circulation Figure C-3 "Trails and Coastal Access"

Policy OSC-2g. Offset the impacts of private development to existing opportunities for public access and recreation by requiring that such development include public access and recreational improvements.

Policy OSC-3c. Provide additional interpretive and trail opportunities to appropriate areas of the salt marsh if possible without creating significant impacts from such improvements.

Policy OSC-5b. Permit beach to bluff access at the east and west sides of the seal rookery area to allow beach walkers to bypass the protected area on the bluff top and discourage any violations of the beach closure segment.

Policy OSC-6e. Property including biological resource areas should be designated with a zoning category that allows for the protection of, and public access to, the resource area,

such as recreational or community facility zoning. Any development on property including significant biological resource areas should be designed and conducted to protect the resources. Within environmentally sensitive habitat, only uses dependent upon those resources shall be allowed and the resources shall be protected against any disruption.

Policy OSC-14a. Increase coastal and recreational access for all segments of the population, including the disabled and elderly, while protecting natural resources, particularly environmentally sensitive habitat areas.

Policy OSC-14i. The City shall seek opportunities to add public parking inventory and other public amenities (i.e. showers and vending opportunities) in the beach area to facilitate public access to the beach.

Policy OSC-15e. The City shall seek vertical access opportunities between Palm and Bailard Avenues.

OSC Implementation Policy 18. Address the need for additional parking in the city's Tidelands Improvement Plan. Consider using revenues derived from the Plan to finance such improvements.

OSC Implementation Policy 27. Limit all development within stream corridors, including dredging, filling and grading, to activities necessary for the construction specified in Implementation Policy # 26 (see above) and to public hiking/biking and equestrian trails. When such activities require removal of riparian plant species, revegetation with local native plants shall be required. Minor clearing of vegetation may be permitted for hiking/biking and equestrian trails.

OSC Implementation Policy 61. Prepare and adopt a Trails Master Plan that includes a ranking system to identify appropriate locations for new trails and for enhancing the existing trail system. The Plan should include identifying funding, budgeting, and capital improvement resources for trail land acquisition, development and maintenance. The Plan should also identify entities and programs where the City could participate in joint partnerships with other entities such as the school district, the National Forest, County, and private property owners.

OSC Implementation Policy 62. Continue the development of a coastline trail to extend from Carpinteria City Beach to Rincon Beach Park with vertical access points placed as frequently as possible to encourage public access.

OSC Implementation Policy 63. Conduct a feasibility study on a trail running north/south from Eighth Street to the beach along Carpinteria Creek. The study should include analysis of alternative routes, protection of EHS areas, and the need for a crossing of the railroad track.

OSC Implementation Policy 64. Prepare a program (including funding, landscaping, maintenance, dedication of easements, etc.) for the development of Carpinteria, Santa Monica and Franklin Creek trails.

OSC Implementation Policy 65. As a part of the development of the trail system, minimize the number of formal trail crossings for pedestrians and improve their safety through crossing controls or other improvements such as fencing and landscaping. Seek joint funding for such improvements from state and federal agencies and the railroad.

Appendix J
Land Use Plan Amendments Requiring Implementation Program Amendments

The following Land Use Plan amendments shall not become effective until the City of Carpinteria formally adopts the suggested modifications and complies with all of the requirements of Section 13544.5 of the California Code of Regulations and the Coastal Commission certifies amendments to the Implementation Program that are adequate to carry out and implement such Land Use Plan amendments.

Figure LU-1
LU-3n
Policy added by Suggested Mod. 15
LU-5c
LU-6
LU-6a
LU-6b
LU-6c
LU-IM1
LU-IM2
CD-5b
CD-10f
CD-12a
CD-12b
CD-13a
CD-11-IM1
CD-11-IM2
CD-12-IM5
CD-12-IM6
CD-12-IM7
CD-13-IM8
CD-13-IM9
CD-13-IM10
CD-13-IM11
CDS1-IM7
CDS1-IM11
CDS1-IM12
CDS2-c
CDS2-IM19
CDS2A-a
CDS2A-IM25
CDS2A-IM26
CDS2A-IM28
CDS2A-IM29
CDS2A-IM32
CDS3-a
CDS3-IM39
CDS4-b
CDS4-IM49
CDS4-IM50
CDS5-a
CDS5-IM55
CDS5-IM56
C-9p
Figure OSC-1
OSC-1e
OSC1-IM4
OSC1-IM5
OSC1-IM7
OSC1-IM8
OSC1-IM10
Policy added by Suggested Mod. 64
Policy added by Suggested Mod. 68
OSC-3a
OSC-3b
OSC3-IM11
Policy added by Suggested Mod. 71
OSC4-IM12
OSC4-IM15
OSC4-IM17
OSC4-IM18
OSC-6c
OSC-6g
OSC-6h

OSC6-IM23
OSC6-IM24
OSC6-IM25
OSC6-IM26
OSC6-IM27
OSC6-IM28
OSC6-IM30
OSC6-IM30a
OSC6-IM30b
OSC6-IM31
Policies added by Suggested Mod. 93
Policies added by Suggested Mod. 94
Policies added by Suggested Mod. 95
Policies added by Suggested Mod. 96
Policies added by Suggested Mod. 97
Policies added by Suggested Mod. 98
Policies added by Suggested Mod. 99
Policies added by Suggested Mod. 100
Policies added by Suggested Mod. 101
OSC-7a
OSC-7b
OSC7-IM31
OSC8-IM33
Policy added by Suggested Modification 107
Policy added by Suggested Modification 108
OSC-9c
Policy added by Suggested Mod. 112
Policy added by Suggested Mod. 113
OSC9-IM36
OSC9 -IM37
OSC-10c
OSC10-IM45
OSC10-IM46
OSC-13a
OSC-13g
OSC-13h
OSC-13i
OSC13-IM51
OSC-15a
OSC-16a
OSC16-IM68
OSC16-IM69
OSC16-IM70
S-1a
S-1c
S1-IM1
S1-IM2
S1-IM3
S-2a
S2-IM5
S2-IM6
S-3b
S3-IM7
S3-IM8
S3-IM9
S-4c
S-4e
S4-IM11
S4-IM14
S4-IM15
S5-IM17
S-6b
S6-IM22
S6-IM23
S6-IM25

RESOLUTION NO. 4670

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARPINTERIA AMENDING THE CARPINTERIA GENERAL PLAN AND LOCAL COASTAL PROGRAM INCLUDING CERTIFYING THE FINAL PROGRAM ENVIRONMENTAL IMP ACT REPORT FOR THE PROJECT, ADOPTING FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING PROGRAM.

THE CITY COUNCIL OF THE CITY OF CARPINTERIA, CALIFORNIA RESOLVES AS FOLLOWS:

SECTION 1. The City Council of the City of Carpinteria finds, determines and declares:

A. The City Council of the City of Carpinteria initiated a General Plan and Local Coastal Program Amendment (Project No. GPA/LCPA 97-810), and directed the preparation of an Environmental Impact Report for the comprehensive update of the City's General Plan and Local Coastal Program Land Use Plan, the project area being all of the City's incorporated limits and its area of interest (see Attachment A, Planning Area map).

B. The City of Carpinteria has completed its General Plan/Local Coastal Plan & Environmental Impact Report, dated April 2001 (State Clearinghouse No. 1993121111), a full and complete copy of which is on file with the City's Community Development Department, located at 5775 Carpinteria Avenue, Carpinteria, California.

SECTION 2. PROJECT DESCRIPTION:

The project is an update of the City of Carpinteria's General Plan and Local Coastal Plan. The project document is a combined General Plan and Local Coastal Plan ("the Plan") that has been developed pursuant to California Law (Government Code Sections 65300, et seq., and Public Resources Code 30000 et seq., respectively). The procedure followed for the preparation of the combined Plan was based upon the State of California General Plan Guidelines and Title 14, Division 5.5 of the California Code of Regulations, Sections 13506 through 13514. The Plan includes all required elements of a general plan with the exception of the housing element, which is not being updated as a part of this project. The mandatory elements that are a part of the Plan include Land Use, Circulation, Open Space, Conservation, Noise, and Safety. The Plan also includes Community Design, Recreation, and Public Facilities and Services elements. The Plan includes policies and implementation measures that serve as the City's Land Use Plan for the implementation of the policies of Chapter 3 of the California Coastal Act concerning coastal resources, hazard areas, coastal access and priority uses. The Plan includes a map of proposed urban boundaries and planned land uses as well as Goals, Objectives, Policies and Implementation Measures that will serve to govern the growth of the City and the management of its resources.

The location and extent of the project area is illustrated on page 17 of the Plan. The Plan area includes all of the incorporated City limits of the City of Carpinteria as well as surrounding areas of the unincorporated Carpinteria Va11ey.

SECTION 3. PROCEDURAL HISTORY

A. In 1996, the City initiated a community visioning process as the first step in developing a comprehensive update of the City's General and Local Coastal Plans. In December 1997, the community visioning participants presented to the City Council a report titled "On Track To The Future, Carpinteria in 2020."

B. In 1997, the City Council appointed two of its representatives, the full Planning Commission, several Architectural Review Board members and various community representatives to the newly created General Plan Advisory Committee (GPAC). The GPAC was charged with preparing the Draft Plan for public review. The GPAC met regularly from 2/18/97 until 3/20/00 to prepare and review the Draft Plan.

C. In February of 2000, the Plan was released for public review as the Draft Environmental Impact Report for the project. The statutory public review period for the Draft EIR began on February 1, 2000 and ended on March 24, 2000.

D. The Draft Plan was reviewed by the City's Planning Commission at public hearings held on 5/15/00, 5/30/00, 6/7/00 and 6/19/00.

E. Notice of Intent to Take Final Action on the Plan pursuant to Public Resources Code Sections 30503 and 30504, was given on February 26, 2001.

F. The City Council held public hearings on the Plan on 9/11/00, 9/25/00, 10/9/00, 10/23/00, 11/13/00, 11/27/00, 12/11/00, 1/8/01, 1/22/01 and 2/12/01. After returning the Plan to the Planning Commission for final review and comment on May 7, 2001, the Plan was presented to the City Council for adoption on May 29, 2001.

SECTION 4. GENERAL FINDINGS:

A. The City of Carpinteria General Plan/Local Coastal Plan has been developed in consideration of the community's circumstances, needs, and desires, including but not limited to balancing the protection of the City's unique coastal resources and historical greenbelt with opportunities for housing and coastal priority uses. The Plan proposed for adoption provides the greatest protection of unique coastal resources while allowing necessary development. As such, the Plan serves to increase opportunities on some parcels, while limiting the development potential of others. These updates support a more balanced approach to managed growth within the limitations established by existing infrastructure, services and coastal resources. Therefore, the City Council finds that the Plan supports the City's land use goals and objectives.

B. The Carpinteria General Plan/Local Coastal Plan is in the best interest of the orderly development of the City, and is important to the preservation of the health, safety and general welfare of the City and its residents.

SECTION 5. GENERAL PLAN FINDINGS:

A. The General Plan/Local Coastal Plan has been developed in the context of the region and in consideration of the plans of other jurisdictions and special districts including, but not limited to, the following: 1994 Regional Growth Forecast, the 1995 Jobs/Housing Balance Study, and the Regional Transportation Plan of the Santa Barbara County Association of Governments (SBCAG), Santa Barbara County Comprehensive Plan and Santa Barbara County Coastal Plan, Carpinteria Valley Unified School District Master Plan, and the Carpinteria Valley Water District Capital Facilities Plan.

B. The Plan has been developed in consideration of the community's circumstances, needs, and desires, including but not limited to the competing factors of resource and open space protection, housing, economic development, and constrained service and infrastructure capacities. Various land use mixes, development standards and resource protection criteria have been analysed and considered in order to assess the relative benefits and drawbacks of the range of Plan alternatives. The resultant Plan reduces the development potential of some parcels and, in many cases, provides for the avoidance and mitigation of adverse effects where determined to be feasible. In doing so, the Plan respects service, resources, and infrastructure capacities which accommodate development to a degree and in a manner which provides the greatest community welfare with the least public and private harm. Therefore, it is hereby found that the Plan and the accompanying redesignation of parcels within the Plan area is justified considering the community's resources and infrastructure constraints, and that the Plan provides for and is compatible with the community's overall benefit.

C. The objectives, policies and implementation measures of each Plan Element, the Plan text and all associated diagrams are internally consistent. Each of the Elements has been drafted to be of equal status. Each Plan Element has been drafted to be consistent with the objectives, policies and implementation measures within that Element as well as the objectives, policies and implementation measures of all other Plan Elements. The policies were also crafted to be consistent with the City's existing Housing Element that was not a part of this update. Table LU-1 illustrates the consistency between the City's Land Use designations and zoning classifications.

SECTION 6. COASTAL ACT FINDINGS:

A. The Plan is intended to be carried out in a manner fully in conformity with Division 20 of the Public Resources Code.

B. Those certain objectives, policies and implementation measures of the Plan that are differentiated graphically by the Coastal Commission symbol, serve to implement Chapter 3 of the California Coastal Act concerning specific coastal

resources, hazard areas, coastal access concerns, and use priorities, including consideration of public access and recommended uses of more than local importance.

C. The Plan's land use map and corresponding objectives, implementation measures constitute the City's Land Use Plan.

D. The Plan, in conjunction with the City's Zoning ordinance and related maps and other implementation programs, conforms with Chapter 3 of the Coastal Act and prevents uses harmful to the state's coastal resources.

E. The Plan includes objectives, polic ies and implementation measures that ensure adequate public services and recreational facilities are provided as priority uses in conformance with the Coastal A ct.

F. The Plan sets forth the types and intensity of uses allowed within the City and provides for the protection and expansion of access to the City's coastal areas in support of the City's Coastal Recreation and Access Implementation Program and Tidelands Improvement Plan of 1981.

G. Pursuant to California Code of Regulation § 13513, the following area-wide resources were considered during the Plan's development: the Carpinteria State Beach and Camp-ground, the Los Padres National Forest, State Highways 101, 192, and 150, the Union Pacific Railroad line, sewer, water and other infrastructure, land in the Study Area devoted to coastal agriculture, the California harbor seal haulout and rookery, Carpinteria Creek, the Carpinteria Salt Marsh, and the Carpinteria Bluffs.

H. Upon approval by the California Coastal Commission, the Plan shall automatically take effect pursuant to Coastal Commission Regulation § 1355l(b)(I).

SECTION 7. CEQA FINDINGS:

A Pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq., "CEQA"), the California Code of Regulations Title 14, Section 15000 et seq., ("CEQA Guidelines") and the City of Carpinteria's policies and regulations as applicable including the City of Carpinteria CEQA Implementation Text, dated January 24, 1994, the City caused to be prepared an initial study and circulated a Notice of Preparation dated December 22, 1997 for the preparation of a Program Environmental Impact Report ("EIR ") for the project. The Notice of Preparation and Initial Study determined that the project would have a significant effect on the environment and that preparation of an EIR would be required.

B. The EIR for this project has been prepared as a Program EIR pursuant to CEQA Guidelines Section 15168, and is not intended to suffice for project-specific review except as it may be utilized for cumulative impact analysis consistent with the tiering provision of CEQA.

C. Pursuant to CEQA Guidelines Section 15166 the project requirement for preparation of an EIR has been satisfied by using the General Plan/Local Coastal Plan as the EIR.

D. The Plan satisfies all requirements of Title 9 of the CEQA Guidelines, and includes a special cover sheet that identifies where the Plan addresses each of the points required.

E. CEQA requires analyses not only of potential direct or primary impacts, but also of potential indirect or secondary effects that may be caused by a proposed project and, although later in time or further removed in distance, may be reasonably foreseeable. In light of these principles, the Plan and its associated environmental documents discuss and classify the potential indirect, secondary effects arising from the proposed project specifically and from cumulative development which may subsequently occur under the Plan.

F. The environmental review process for the Plan identified numerous mitigation measures designed to reduce potentially significant impacts which might occur under the Plan. These mitigation measures have been directly incorporated into the Plan's policies, objectives and implementation measures or the mitigation measure was not included in the Plan because it was considered to be infeasible, unworkable, or of little value in achieving the goals of the Plan.

G. The City prepared or caused to be prepared a Draft EIR for the Project and consulted with other public agencies, and the general public and provided an opportunity to comment on the Draft EIR as required by CEQA, the CEQA Guidelines and the City's CEQA Implementation Text. The City received and evaluated Comments from public agencies and members of the public on the Draft EIR, including Comments received after the close of the Comment period.

H. The City's General Plan Advisory Committee held public hearings during the forty-five day statutory comment period on February 22, 2000 to explain the Draft EIR to the public and allow an opportunity to publicly comment on the project and the Draft EIR.

I. Pursuant to Public Resources Code Section 21092.5, the City provided a written response to each public agency that commented on the Draft EIR at least ten days prior to certification of the final EIR.

J. The comments and recommendations received on the Draft EIR, a list of persons, organizations, and public agencies commenting on the Draft EIR, and the responses to significant environmental points raised in the review and consultation process have been attached to and made a part of the Draft EIR to form the Final Program EIR for the project as required by Section 15132 of the CEQA Guidelines.

K. The City desires and intends to use the Final Program EIR for the discretionary actions required by law to be taken on the Project, as well as any future discretionary actions described in the Final EIR, in accordance with CEQA.

L. The degree of specificity in the EIR corresponds to the specificity of the general or program level policies of the Plan and to the effects that may be expected to follow from the adoption of the Plan. The EIR is not as detailed as an EIR on specific development projects or implementation programs that might follow.

M. The project mitigates the environmental impacts to the maximum extent feasible as discussed in Appendix A of the Plan. Where feasible, changes and alterations have been incorporated into the Plan which are intended to avoid or substantially lessen the environmental impacts identified in the EIR.

N. The Carpinteria City Council has examined the EIR dated April, 2001 for the Plan, and it finds that the documents have been prepared in compliance with the requirements of CEQA and hereby certifies that these documents constitute a complete, accurate, adequate, and good faith effort at disclosure under CEQA, and reflect the independent judgment of the City Council.

SECTION 8. FINDINGS THAT CLASS I UNAVOIDABLE IMPACTS ARE MITIGATED TO THE MAXIMUM EXTENT FEASIBLE:

A. The EIR identifies the conversion of land currently in agricultural use to urban use as a Class I, Significant and Unavoidable impact.

B. To mitigate this impact the City Council has selected a project alternative that substantially lessens the significant environmental effect identified. Specifically, the City Council has selected a project alternative that eliminates most areas identified in the original project description for future urban expansion. The project alternative selected by the Council may result in the conversion of approximately 43 acres of agricultural land compared to 184 acres proposed in the original project. Under the selected project alternative, 32 acres of prime agricultural soils and approximately 11 acres (two separate sites) of non-prime soils, are considered for conversion to more urban uses.

C. The City Council finds that the impacts as stated above are substantially reduced by the identified mitigation measures. Pursuant to CEQA Guidelines § 15091, the City Council further finds that, to the extent the impacts remain significant and unavoidable, such impacts are acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 10 of the Resolution).

SECTION 9. FINDINGS REGARDING PROJECT ALTERNATIVES:

The EIR evaluated the potential effects of four alternatives to the proposed project including the "no project" alternative. The project alternative selected is not the project initially proposed in the EIR. The City Council finds that the alternative selected

creates no new impacts not already analyzed in the EIR and in fact serves to mitigate those impacts identified.

A. **No Project Alternative (No Build).** Under this alternative, no additional development would occur in the City or planning area. This no new development alternative would have no impact, either adverse or beneficial, upon environ- mental conditions in the Carpinteria Planning Area. Assuming that all issue areas are of equal importance, this alternative would be considered environmentally superior to the proposed project. However, prohibiting further development may have the potential to increase development pressure outside the City's Sphere of Influence and would preclude the City from meeting its housing and infrastructure needs. The City Council finds that the No Build alternative does not provide the City with adequate growth opportunities to address needed housing and school sites as identified within the Housing Element and Public Facilities and Services Element. Therefore, the City Council finds that the project, as adopted, is preferable.

B. **No Project (Current General Plan).** This alternative considers adopting no General Plan Update, but allowing buildout and development under the current General Plan. The City Council finds that this alternative is infeasible and less desirable than the proposed project for the following reasons:

1. The project will provide many benefits, including environmentally sound land use planning and resulting environmental, economic, natural resource conservation. These benefits would not be obtained if the No Project alternative were adopted.

2. The project will provide objectives, policies and implementation measures that are more protective of natural resources, including environ-mentally sensitive habitats, air quality and open spaces. These benefits would not be obtained if the No Project alternative were adopted.

3. The project creates a Community Design element intended to guide the quality of future development in a way that preserves the City's environmental and aesthetic resources. These benefits would not be obtained if the No Project alternative were adopted.

4. The project creates opportunities for residential growth to address the City's regional housing goals that are not afforded under the No Project alternative.

C. **Reduced Study Area I.** This alternative considers adoption of the Draft Land Use Element and other General Plan elements without sphere study areas 1, 4, 5, 6, and 7, which are in agricultural production. The pri1nary purpose of this alternative is to address the impact to agriculture that could occur under the proposed project. This alternative would eliminate the significant unavoidable impact to farmland in the sphere expansion areas, although conversion of the 32- acre Creekwood site could still occur. The overall reduction in development

potential would also incrementally reduce impacts in other issue areas. Land use compatibility and aesthetic impacts would be similar to those of the proposed project, although farmland preservation may be considered an additional aesthetic benefit. The City Council rejected this alternative because sphere study area I is not currently in agricultural production and is a good candidate for annexation and development as a housing site, and sphere study area 3, not excluded, is in agricultural production and may include prime soils. The need for a school site at the east end of the City is also not addressed in this alternative. Finally, this alternative does not include policies needed to create infill housing opportunities in commercial/industrial areas to help offset the limited expansion potential of the City. Therefore, the City Council finds that the project, as adopted, is preferable.

D. **Reduced Study Area II.** This alternative considers adoption of the Land Use Element and other General Plan elements and emerged as the preferred alternative following the release of the Draft EIR for public review. Since this alternative has emerged as the preferred alternative, its impacts are summarized along with those of the original proposal in Table A-1. There are three primary areas of difference between this alternative and the project alternative studied in the Draft General Plan:

1. This alternative, as compared to the original proposal studied in the Draft EIR, avoids to the greatest degree feasible the potential impacts to agriculture that would result from the possible expansion of the City's sphere of influence. As such, this alternative would eliminate sphere study areas 3, 4, 5 and 7 and portions of 1 and 6. This would avoid the significant impacts identified in the Draft EIR relating to conversion of the sphere expansion areas, although conversion of three sites that are either in agricultural use or proposed to be designated for use other than agriculture, (the 32-acre Creekwood site, the 3.9 acre Cravens Lane site, and the seven acre East Valley school site) could still occur. Although agricultural impacts would be less than under the original proposal, this loss of agricultural land would be an unavoidably significant impact. The overall reduction in development potential under this alternative would incrementally reduce impacts in other issue areas as well and would not create any additional significant impacts beyond those identified in the original proposal. Land use compatibility and aesthetic impacts would be similar to those of the originally proposed project, although the preservation of more farmland may be considered an additional aesthetic benefit.

2. This alternative includes new land use policies that allow for expanded housing opportunities in areas designated for commercial and industrial use (See Objective LU-6, Policies LU-6a and LU-6b and the associated Implementation Measure). The result of these policies is projected to add the potential for 212 units to the City's buildout projection under the existing Land Use Element.

3. The alternative selected also differs from the project as initially proposed in that it includes changes to existing land use designations. Fifteen sites are proposed for redesignation. These changes will ensure consistency with the City's zoning map. Attachment B is a list of the parcels proposed for change and a description of the change in designation.

Section 10. STATEMENT OF OVERRIDING CONSIDERATION:

Having balanced the benefits of the proposed Plan against the proposed Plan's significant and unavoidable effects, the City Council hereby determines that the benefits outweigh the significant and unavoidable effects and that these effects are nonetheless acceptable, based on the following individual and collective overriding considerations:

A. The Plan has the potential to limit adverse impacts and contribute to the long-term protection of the City's environment by facilitating a balance between development and the preservation of the City's agricultural and open-space resources.

B. The Plan incorporates numerous policies, objectives and implementation measures that provide mitigation for actions proposed or allowed under the Plan.

C. The Plan substantially reduces the area originally considered for conversion from agricultural use. In addition, those areas proposed for conversion are dispersed across the City limits and do not represent a large enough area to impact the agricultural economy of the Carpinteria Valley.

D. The Plan includes new policies that will greatly improve the separation and buffer zone between development and agriculture, thus lessening potential conflicts between agricultural and urban uses.

E. The Plan provides for residential development in some commercial and industrial areas within the City, thereby lessening the potential for future conversion of agricultural land.

SECTION 11. MITIGATION MONITORING PLAN:

The Policies and Implementation Measures Department of the General Plan are monitored by the Department of Community Development through annual review by the Planning Commission and City Council in an Annual Report. The Annual Report, as mandated by State law, is sent to the State Department of Housing and Community Development. The Department implements the policies and implementation measures of the Plan primarily in two ways.

A. **Program Implementation.** Policies of the Plan in some cases call for the creation of new programs to carry out the policies of the Plan. The Plan includes time frames for implementation of such programs that range from 2-15 years.

The Department reviews these policies annually with the City's Planning Commission and City Council and determines whether they will be included in the City's Annual Work Program and to which Department the work will be assigned for follow through.

B. **Project Implementation.** Policies and Implementation Measures also include guidance and standards for the physical development of the City. The Plan includes both direction for regulations to be implemented and specific standards that are to be used in conjunction with other City development regulations as the standard of review for development projects. The Department of Con1munity Development, Planning Division, conducts project review including the preparation of the requisite environmental clearance documentation. Through these processes the policies and standards of the General Plan/Local Coastal Plan are implemented. Both the Planning Commission and City Council review their effectiveness annually as a part of the City's General Plan Annual Report.

SECTION 12. Documents constituting the record of proceedings on which approval of the Project and certification of the Final Program EIR are based are located and under the custody of the Community Development Director, City of Carpinteria, Community Development Department, 5775 Carpinteria Avenue, Carpinteria, California.

SECTION 13. NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Carpinteria hereby certifies the Final Program EIR for Project No. GPA/LCPA 97-810, and adopts the findings and Statement of Overriding consideration contained herein.

SECTION 14. BE IT FURTHER RESOLVED that pursuant to Public Resources Code Section 21081.6 the City Council adopts the monitoring program included herein.

SECTION 15. BE IT FURTHER RESOLVED that pursuant to Public Resources Code Section 21152, the City Council directs City staff to file a Notice of Determination with the County Clerk, County of Santa Barbara, California and the State Clearinghouse.

PASSED, APPROVED AND ADOPTED ON THIS 29th day of May, 2001, by the following called vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

_____

Mayor, City of Carpinteria

ATTEST:

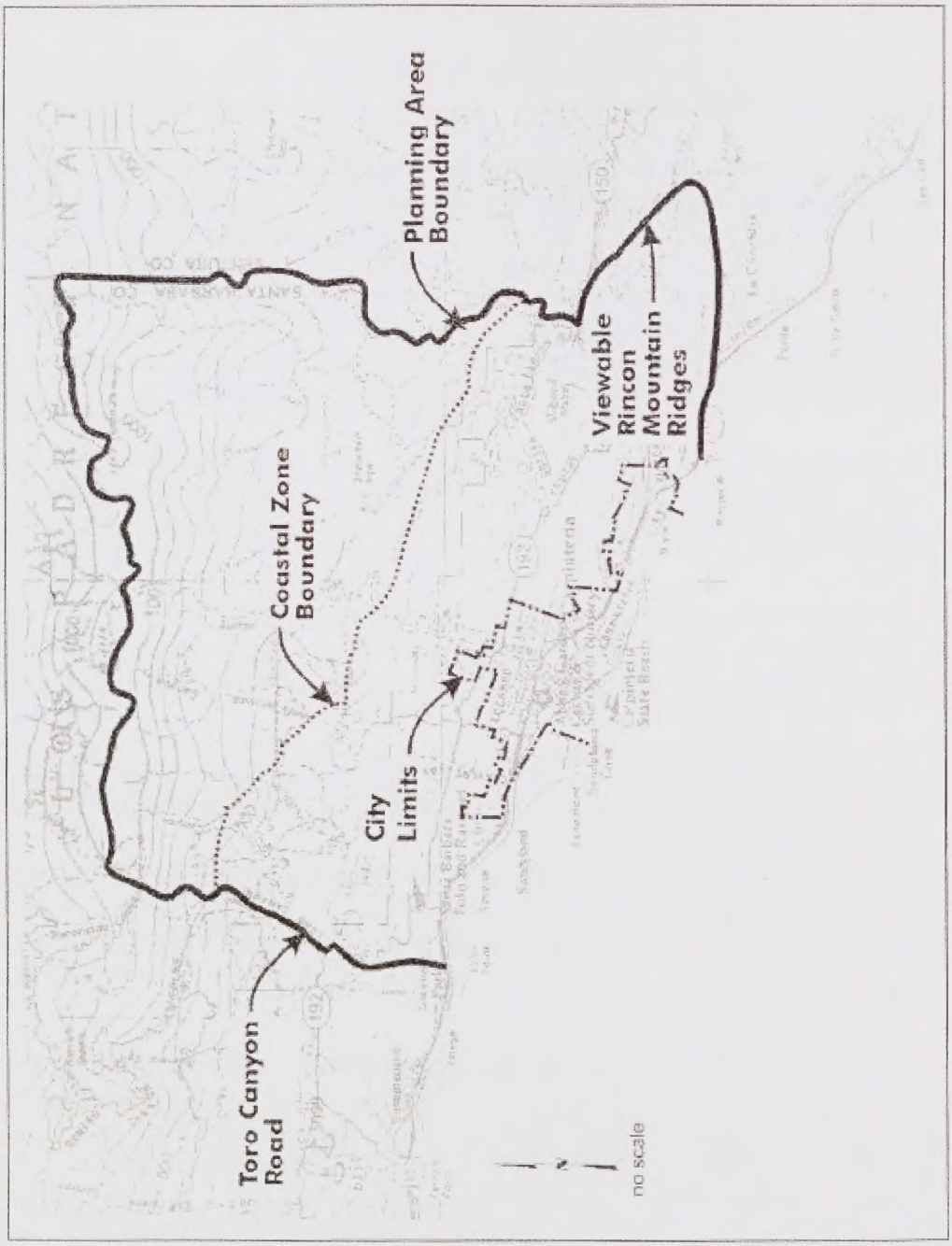
_____
City Clerk, City of Carpinteria

I hereby certify that the foregoing resolution was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held the 29th day of May, 2001.

APPROVED AS TO FORM:

_____
City Attorney

ATTACHMENT A
PLANNING AREA MAP
RESOLUTION NO. 4670



Attachment B to Resolution No. 4670
Project No. GPA/LCPA 97-810

1. Parcels 001-180-049, 052, 053, 055, 017, 015, 013; 001-170-012 (South of Carpinteria Ave, North of the Railroad, East and West of Bailard Ave, known as "The Bluffs"). Currently designated as Planned Unit Development (PUD) in the General Plan and Local Coastal Plan, changed to Open Space/Recreation (OSR).

2. Parcel 001-180-062
(North of "The Bluffs", east of Bailard, South of Highway 101, known as the Farmer parcel). Currently designated as Planned Unit Development (PUD) in the General Plan and Local Coastal Plan, changed to Research Development Industrial (RDI).

3. Parcel 001-070-052
(North of Via Real, East of Rancho Granada Mobile Home Park, South of Carpinteria Creek, known as Creekwood). Currently designated as Medium Density Residential (MDR) in the General Plan and Agriculture (A1-10) in the Local Coastal Plan, changed to Low Density Residential (LDR).

4. Parcels 003-470-001, 013
(West of Ash Ave, South of Third St, East of Carpinteria Marsh, known as the Carpinteria Salt Marsh Nature Park). Currently designated as Planned Unit Development (PUD) in the General Plan and Local Coastal Plan, would be changed to Open Space/Recreation (OSR) in the updated GP/LCP.

5. Parcel 001-070-012
(Immediately North of Highway 101, East of Casitas Pass Rd, West of Carpinteria Creek, known as the Whitney property). Currently designated as Medium Density Residential (MDR) in the General Plan and Agriculture (A1-5) in the Local Coastal Plan, changed to a uniform Agriculture (AG) designation.

6. Parcel 001-170-021
(South of City Hall, South of the railroad tracks, adjacent to Casitas Pier). Currently designated as Park/Open Space (P/OS) in the General Plan and Coastal Dependent Industry (CD) in the Local Coastal Plan, changed to a uniform Coastal Dependent Industrial (CDI) designation.

7. Parcels 004-104-001 through 004-104-027
(East of Linden Ave, North of Ogan Rd, South of Canalino School, known as Pacific Village). Currently designated as Medium Density Residential (MDR) in the General Plan and Single-Family Residential (SFR) in the Local Coastal Plan, changed to a uniform Low Density

Residential (LDR) designation.

8. Parcel 003-161-001
(South of Ogan Rd, North of Highway 101, East of Linden Ave). Currently designated as Low Density Residential (LDR) in the General Plan and Public Utility (UT) in the Local Coastal Plan, changed to a uniform Public Facility (PF) designation.

9. Parcel 003-590-051
(East of Santa Ynez, North of Highway 101, West of Chaney Ave, South of Dahlia Ct). Currently designated as Parks/Open Space (P/OS) in the General Plan and Medium Density Residential (MDR) in the Local Coastal Plan, changed to a uniform Medium Density Residential (MDR) designation.

10. Parcel 004-011-043
(East of Sterling, West of Franklin Creek). Currently designated as Low Density Residential (LDR) in the General Plan and Parks/Open Space (P/OS) in the Local Coastal Plan, changed to a uniform Open Space/Recreation (OSR) designation.

11. Parcel 004-013-027
(North of Via Real, East of Cravens Ln, West of Franciscan Village). Currently designated as Medium Density Residential (MDR) in the General Plan and Planned Unit Development in the Local Coastal Plan, changed to General Commercial (GC).

12. Parcels 003-313-007 through 003-313-010 and 003-314-002, 003, 004
(East of Linden Ave and Cactus Ln, West of Maple Ave, North of Sixth St, South of Citrus Pl, known as Ea st Side Downtown Residential). Currently designated as Medium Density Residential (MDR) in the General Plan and Local Coastal Plan, changed to General Commercial (GC).

13. Union Pacific Railroad Right-of-Way
Previously undesignated land use, as well as Commercial (C) land use designation near Linden Ave in the General Plan and Local Coastal Plan, are changed to reflect the land use designations immediately adjacent to the Railroad Right-Of-Way. Moving east to west these designations include General Commercial (GC), Research Development Industrial (RDI), Open Space/Recreation (OSR), Planned Unit Development (PUD), Coastal Dependent Industrial (CDI), OSR, Low Density Residential (LDR), Public Facility (PF), GC, General Industrial (GI), GC, OSR, Medium Density Residential (MDR), PF, MDR, and GC.

14. Parcels 004-105-007, 008, 010 and 003-314-005, 006, 007

(North of the Railroad, East of Linden Ave, South of Seventh St, West of Palm Ave). A new land use policy applies to these parcels. This policy expands the Residential Overlay District (R-Overlay) on these particular parcels that are currently designated as Industrial (IND) in the General Plan and Local Coastal Plan.

15. Parcels 003-242-033, 002, 003, 025, 026, 007, 005, 007 and 003-110-009, 014, 015, 008
(Adjacent to Carpinteria Ave, East of Reynolds Ave, North of Ninth St, West of Franklin Creek, South of Highway 101). New Land Use Element Policy expands use of the Residential Overlay in Commercial zoning districts to include these parcels.

May 23, 2001

City Council
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, CA 93013

Re: City of Carpinteria General Plan/Local Coastal Plan Updates

Dear City Council Members:

The Environmental Defense Center (EDC), a non-profit public interest environmental law firm, represents the Carpinteria Creek Committee (Creek Committee) with regard to the current effort to update and combine the General Plan and Local Coastal Plan (LCP) for the City of Carpinteria (City). As you know, both the Creek Committee and EDC have worked cooperatively with the City in an effort to strengthen various sections of the Open Space, Recreation, & Conservation Element of the LCP. While the Creek Committee and EDC wholeheartedly support the City's progress so far, and congratulate the City on its collaboration with community and environmental groups throughout the LCP update process, we remain concerned with the LCP's setback reduction standard. Specifically, the City's latest LCP version includes language that does nothing more than add mention of a policy that exists independently in the Coastal Act and will apply to projects or decisions concerning issues in the coastal zone whether or not the City's LCP expressly cites or quotes from it. The new language is simply unnecessary.

Recently, the City invited EDC and the Creek Committee to a meeting to discuss additional language that the City wished to add to the new LCP. At that meeting the City unveiled new language that would allow a setback/buffer strip to be reduced below the proposed 50-foot minimum where such a reduction would "further the Coastal Act's mandate that Coastal Policies be implemented in a manner which on balance is most protective of Coastal Resources". Seeing as that language is pulled almost verbatim from the Coastal Act itself,[1] it would be disingenuous to argue that it is irrelevant to the City's current LCP update process. However, that is not the Creek Committee's position. The Creek Committee simply contends that inserting such language into the setback/buffer strip policies is unnecessary and may actually lead to decisions and arguments that diminish the protection of significant coastal resources instead of enhancing them.

[1] Public Resources Code Section 30007.5 states in full "[t]he Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resource policies."

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As mentioned above, including language from Public Resources Code (PRC) section 30007.5 in the LCP is not required to preserve this policy, or tool, for the City. First, it is simply a Legislative directive to cities like Carpinteria offering guidance from the law's creators on how to proceed in the face of two conflicting coastal act policies. That guidance is found in the text of the Coastal Act itself, and need not be included in the LCP, and certainly not in the Conservation Element's setback/buffer strip policy, to be available to the City. Second, PRC section 30007.5 is only applicable when two relevant Coastal Act policies are found to conflict with each other. Such conflicts are not commonplace, and certainly do not coincide with each and every application of a setback/buffer strip. Simply stated, if and when a conflict does arise, the Coastal Act provides the proper instruction on how to resolve that conflict.

However, the Creek Committee is most concerned that if left unchanged, the setback reduction language will confuse the issues and decrease the protective nature of the setback policy. This is due to the fact that by adding language from PRC section 30007.5, it seems that the City is introducing an improper balancing test into the City's determination of the proper setback for a proposed development. Remember, the balancing done under PRC section 30007.5 only occurs when one or more coastal resource policies conflict with each other, **not** each and every time a setback is implicated or required. By including language from PRC section 30007.5 into the setback policy, the City opens the door to arguments balancing the need for setbacks with the desire to develop. Those types of arguments are not what the legislature intended when it enacted PRC section 30007.5, and could be used to attack the imposition of proper setbacks.

Further, the Creek Committee is concerned that the setback reduction language will be misunderstood and lead to unnecessary compromises, reduced setbacks, and insufficient protection for our coastal resources. For example, at our meeting, City Staff stated that the proposed Carpinteria Bluffs 3 project might be a perfect example of where a setback would need to be reduced to resolve conflicting coastal act policies in favor of housing over coastal resource protection. However, in *Bolsa Chica*,[2] the California Supreme Court clearly opined that "although the Coastal Act itself recognizes the value and need for residential development, nothing in the record or the briefs of the parties suggests there is such an acute need for development of residential housing in and around the eucalyptus grove that it cannot be accommodated elsewhere".[3] Clearly, the Supreme Court believes that the need for residential development alone, does not allow coastal resources to be compromised under the balancing prescribed in PRC section 30007.5. The Court was crystal clear in stating that **only** when there is a demonstrated need for residential development to occur in the **same** location where protected coastal resources reside, will PRC section 30007.5 assist to resolve the conflicting policies of housing and coastal resource protection. Moreover, if and when such a scenario presents itself, PRC section 30007.5 requires the conflict to be resolved in a manner that is most protective of significant **coastal resources**.

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[2] Bolsa Chica Land Trust, et al. v. The Superior court of San Diego, et al. (1999) 71 Cal.App.4th 493.
[3] Id. at 509.

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The Creek Committee's primary point is that development alone is not enough to allow a setback reduction under the language of PRC 30007.5. For any development to supercede the protections inherent in a setback, it must be directly in conflict with the coastal resource (site specific) **and** the development itself must have the protection of coastal resources as a goal.[4]

The Creek Committee seeks to avoid misunderstandings and misapplications of PRC 30007.5. The best way to do that is to remove the newly proposed language from the City's policy on setbacks and buffer strips. If a true conflict arises and PRC section 30007.5 is helpful in resolving that conflict, its wisdom will be available to the City regardless of whether it is cited in the setback policy or not.

In conclusion, the Creek Committee respectfully requests the City to seize this opportunity to secure the protection of coastal resources by adopting setback policies that are as strong as possible. Don't cloud that protection with unnecessary language allowing those setbacks to be reduced.

Sincerely,

Stephen Velyvis
Staff Attorney

cc: Dave Durflinger, City of Carpinteria, Community Development Director
Peter Brown, City of Carpinteria, City Attorney
Bob Hansen, Carpinteria Creek Committee

[4] For example, PRC section 30007.5 discusses a scenario where development may be more protective, overall, if it is intended to preclude or limit development in other areas with significant coastal resources (development concentrated in close proximity to urban and employment centers will preclude or limit the growth of development into areas of significant coastal resources outside of the existing urban area.

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[2] Bolsa Chica Land Trust, et al. v. The Superior court of San Diego, et al. (1999) 71 Cal.App.4th 493.
[3] Id. at 509.

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